

Application No. 13

Commission District 8 Community Council 14

APPLICATION SUMMARY

Applicant/Representative: Tagoror Investments, LLC / Juan J. Mayol, Jr., Esq.

Location: North side of theoretical SW 344 Street between theoretical SW 194 and SW 192 Avenues, west of Florida City limits

Total Acreage: ± 9.89 Gross Acres; ± 9.83 Net Acres

Current Land Use Plan Map Designation: Estate Density Residential (1 to 2.5 DU/Ac.)

Requested Land Use Plan Map Designation: Low-Medium Density Residential (6 to 13 DU/Ac.)

Amendment Type: Standard

Existing Zoning/Site Condition: EU-M: Estates Modified 1 Family 15,000 sq. ft. net/ Well maintained Single-family residence and a tree grove

RECOMMENDATIONS

Staff: **DENY, DO NOT TRANSMIT (August 25, 2006)**

Redland Community Council: **TO BE DETERMINED**

Planning Advisory Board (PAB) acting as Local Planning Agency: **TO BE DETERMINED**

Board of County Commissioners: **TO BE DETERMINED**

Final Recommendation of PAB acting as Local Planning Agency: **TO BE DETERMINED**

Final Action of Board of County Commissioners: **TO BE DETERMINED**

Staff recommends: **DENY, DO NOT TRANSMIT** the proposed standard Land Use Plan (LUP) Map amendment based on the Staff Conclusions located at the end of this report and summarized:

- Redesignation of the site to “Low-Medium Density Residential” would be incompatible with the existing development patterns of the area.
- The densities promoted by the City of Florida City on adjacent lands provide insufficient and premature basis for amending the County’s LUP map.
- The redesignation of the application site would nominally add to the residential land capacity of the analysis area.
- With the exception of the water and sewer distribution networks that will require significant upgrade, adequate public facilities and services exist for the application site.
- The application is not supportive of transit ridership and pedestrianism.
- The site is subject to tree preservation, Natural Forest Community protection,

STAFF ANALYSIS

Location and Land Use

The application site is approximately 9.83 acres located on the north side of theoretical SW 338 Street between SW 192 and SW 194 Avenues and is immediately west of the City of Florida City. The site is designated on the Comprehensive Development Master Plan (CDMP) Land Use Plan (LUP) map as “Estate Density Residential” that allows 1 to 2.5 dwelling units per gross acre, and is zoned agriculture (AU) that allows agricultural uses and residences at a maximum density of 1 residential unit on 5 gross acres (see Appendix A: Map Series). The site consists of a well-maintained single-family residence on the northeastern corner that was built in 1998, and a tree grove on the remaining portion of the site. The site is owned by the applicant (see Appendix B: Amendment Application).

Adjacent Land Use and Zoning

North of the application site is a County owned Natural Forest Community (NFC) site designated “Environmentally Protected Parks” on the adopted LUP map. North of this NFC is SW 336 Street beyond which is a mix of estate density homes, vacant, and agricultural properties. Immediately east of the application site is SW 192 Avenue, beyond which is a fallow agricultural tract to the east, and the Cameron Creek Rental Apartments, built in 2001 on approximately 10 acres at the density of approximately 15 dwelling units per acre, is to the southeast. Immediately south of the application is a vacant tract formerly the site of a single-family residence. Several fallow agricultural parcels are located south beyond that vacant tract and immediately west of the application site. The areas to the north, west, and south of the application site are zoned EU-M (Estates modified 1 family on 15,000 square feet net), and are designated “Estate Density Residential” on the LUP map except for the NFC site that is designated “Environmentally Protected Parks.” The fallow land east of the application, zoned RU-1 (Single Family Residential – lot size 7,500 square feet net), and the Cameron Creek Apartments, zoned RM-15 (Multifamily Residential District – maximum density of 15 dwelling units per net acre), are within the municipal boundaries of the City of Florida City. These parcels, although within the Florida City municipal boundaries continue to carry the County’s land use designation of “Low Density Residential”, which allows 2.5 to 6 dwelling units per gross acre. The Urban Development Boundary (UDB) is approximately 0.5 mile west of the application beyond the “Estate Density Residential” designated properties. Areas outside UDB are designated “Agriculture” (see Appendix A: Map Series).

Land Use and Zoning History

The application site was part of a CDMP LUP map amendment that in December 1988 redesignated lands from “Agriculture” to “Estate Density Residential” and included these lands within the UDB. Within the vicinity of this application site, the 1988 LUP map amendment included land north of SW 336 Street between SW 192 and SW 197

Avenues and south of SW 336 Street between SW 192 and theoretical SW 202 Avenues.

In 1996 the City of Florida City annexed the area east of the application site located between SW 187 and SW 192 Avenues and between SW 328 and SW 344 Streets. The city proposes commercial and medium to high-density residential uses for this annexed area based on its 1997 Ear Based Amendment Map; however, a Land Use Plan has not been duly adopted for that area. As per Section 171.062 (2), Florida Statutes 'If the area annexed was subject to a county land use plan and county zoning or sub-division regulations, these regulations remain in full force and effect until the municipality adopts a comprehensive plan amendment that includes the annexed area'. Since the City of Florida City has not amended its Future Land Use Plan Map to officially designate land uses within the annexed area, the entire annexed area, including those areas which the city has rezoned such as the Cameron Creek rental apartments, retains the Miami-Dade County CDMP 2015-2025 Land Use Plan (LUP) map designation of "Low density residential" (2.5 to 6 DU/Ac).

Supply and Demand

Residential Land Analysis

The application site, although entirely located within Minor Statistical Area (MSA) 7.6, sits on the boundary shared by MSA's 7.6 and 7.5, and is very close to MSA 7.3. Consequently the analysis area considered for this application is a combination of all three MSA's (MSA's 7.3, 7.5, and 7.6). The combined vacant land for single-family and multi-family residential development in the analysis area in 2006 was estimated to have a capacity for about 10,344 dwelling units, with about 84 percent of these units intended as single-family. The annual average residential demand in this Analysis Area is projected to increase from 501 units per year in the 2006-2010 period to 2,774 units in the 2020-2025 period. An analysis of the residential capacity by type of dwelling units shows absorption of single-family units occurring in 2018 and for multi-family to the year 2014 (see table below). The supply of residential land for both single-family and multi-family units is projected to be depleted by the year 2017.

The CDMP land use designation of "Low-Medium Density Residential" (5 to 13 DU/Ac) allows a range in density from a minimum of 5.0 to a maximum of 13 dwelling units per gross acre. The types of housing typically found in areas designated low-medium density include single-family homes, townhouses and low-rise apartments. Zero-lot-line single-family developments in this category shall not exceed a density of 7.0 dwelling units per gross acre.

Application 13, if approved, will have a maximum impact of approximately 104 dwelling units and will have a nominal impact on total residential capacity.

Residential Land Supply/Demand Analysis
2006 to 2025: Application 13

Analysis Done Separately For Each Type,
I.E. No Shifting Of Demand Between
Single & Multi-Family Type

	Structure Type		
	Single-Family	Multifamily	Both Types
Capacity In 2006	8,653	1,691	10,344
Demand 2006-2010	333	168	501
Capacity In 2010	7,321	1,019	8,340
Demand 2010-2015	421	214	635
Capacity In 2015	5,216	0	5,165
Demand 2015-2020	1,482	578	2,060
Capacity In 2020	0	0	0
Demand 2020-2025	2,080	694	2,774
Capacity In 2025	0	0	0
Depletion Year	2018	2014	2017

Residential capacity is expressed in terms of housing units.

Housing demand is an annual average figure based on proposed population projections.

Source: Miami-Dade Department of Planning and Zoning, Planning Research Section, 2006.

Environmental Conditions

The following information pertains to the environmental conditions of the application site. All YES entries are further described below.

Flood Protection

County Flood Criteria (NGVD)	+6.75 feet
Stormwater Management	5-year storm (See Below)
Drainage Basin	C-111
Federal Flood Zone	Zone AH
Hurricane Evacuation Zone	Zone C

Biological Conditions

Wetlands Permits Required	NO
Native Wetland Communities	NO
Specimen Trees	YES
Natural Forest Communities	YES
Endangered Species Habitat	NO

Other Considerations

Within Wellfield Protection Area	NO
Archaeological/Historical Resources	Information Pending

Stormwater Management

The application site has been identified by the Miami-Dade County Department of Resources Management (DERM) as a low lying area away from any canal with a

significant level of flood protection for new development, and is required to provide a retention/detention system adequately designed to contain on-site the runoff generated by a 5-year storm event. A DERM Stormwater permit is required for development on this site. Additionally, the development criteria and the level of on-site flood protection may change if ground water stages are increased as a result of the implementation of the Comprehensive Everglades Restoration Plan.

Specimen Trees

The site contains a tree grove and Miami-Dade County Code, Section 24-49, requires preservation of tree resources and DERM will require the on-site preservation of specimen sized (trunk diameter \geq 18 inches) trees, whenever reasonably possible. A tree survey showing all tree resources and a Miami-Dade County Tree Removal Permit will be required prior to removal or relocation of any trees.

Natural Forest Communities (NFC)

The application site's northern boundary abuts a DERM designated NFC that is designated "Environmentally Protected Parks" on the CDMP LUP map. This NFC is considered an upland natural areas (Pine Rockland and Hardwood Hammocks) that meet one or more of DERM's NFC qualifying criteria including the presence of endangered, rare or endemic species, low percentage of site covered by exotic plant species, high overall plant diversity, wildlife habitat values, and geological features. In order to protect this NFC a DERM NFC barrier permit is required for any development on the application site. The NFC will be maintained by the use of periodic ecological prescribed burning, and the application lies within the potential smoke dispersion corridor.

Water and Sewer

The application is located within the Miami-Dade County Water and Sewer Department's (MDWASD) water and sewer franchised service area. The closest public water main is a 16-inch main located at SW 187 Avenue and SW 349 Street, approximately 7,000 feet from this site. However, because an 8-inch main feeds this 16-inch main, the fire flow pressure at this connection point is poor and will not allow for the minimum required fire flow pressures at the site. The closest point of connection that may produce the required fire flow pressures is an existing 12-inch main located at SW 178 Avenue and SW 360 Street, approximately 15,000 feet (almost 3 miles) from the site. MDWASD recommends a new 16-inch main, connected to the existing 12-inch main be installed on SW 360 Street to SW 187 Avenue, and then connected to the existing 16-inch main located at SW 187 Avenue and SW 349 Street. From this point the 16-inch main should be extended in SW 187 Avenue to SW 344 Street, then west to SW 192 Avenue then north to the northeast corner of the site.

The source of water is the MDWASD's South Dade Utilities (formerly Rex Utilities), which consists of five small wellfields each providing chlorination treatment prior to

distribution. This system has a remaining available rated treatment plant capacity of 2.8 million gallons per day (mgd). The South Dade system is very old, and although considered a system, the interconnection between the wellfields is poor and inefficient, and portions of the system can only be served with water from one wellfield. The application site can only be served with water from two of the treatment plants within the South Dade System, namely the Everglades Labor Camp and Newton treatment plants, with the majority of the water coming from the Everglades Labor Camp Treatment Plant. The Newton plant has a DERM rated treatment capacity of 2.16 mgd with a 5-year average day production of 1.98 mgd, and the Everglades Labor Camp Plant has a DERM rated treatment capacity of 0.96 mgd with a 5-year average day production of 0.72 mgd. The estimated potential water demand from this application is 32,000 gallons per day (0.032 mgd); therefore, the water treatment plants have sufficient capacity to serve this application.

The estimated water flow figures generated above are used solely for the purpose of evaluating the impact of the proposed potential development on the level of service (LOS) of that water treatment facility serving the site and are not used for water supply planning purposes. If this application is approved, the change in land use will not result in an increased demand for water supply above that projected by the County's Water and Sewer Department through the year 2025 utilizing population projections approved by the County and the South Florida Water Management District. MDWASD is currently assembling alternative water supply projects that will be used to meet the future water supply demand of Miami-Dade County. It is anticipated that these projects will be identified and adopted into the CDMP 10-Year Water Supply Plan by March 2008.

Sewer service to the application site requires a new sewer pump station and connection to an existing 12-inch force main located at SW 352 Street and SW 188 Avenue, approximately 7,000 feet (almost 1.5 miles) from this site. This new connection will utilize a minimum 12-inch force main taken from the point of connection on SW 352 Street to SW 192 Avenue then north on SW 192 Avenue to the new pump station on the application site. The required new sewer pump station will serve the area between SW 336 and SW 344 Streets and between SW 192 and SW 197 avenues. All other impacted pump stations are operating within their mandated criteria. Sewage treatment is provided at the South District Wastewater Treatment Plant, which has a remaining available design capacity of approximately 17.17 mgd. The estimated potential sewage flow demand of this application is 32,000 gallons per day (0.032 mgd). Therefore, the wastewater treatment plant has sufficient capacity to serve this application.

The net increase in water and sewer usage between the current CDMP designation and the proposed CDMP designation is 23,600 gallons per day (0.0236 mgd).

Solid Waste

Application No. 13 is located within the Miami-Dade County Department of Solid Waste Management's (DSWM) waste service area for garbage and trash collections. The closest DSWM facility is Moody Drive Trash and Recycling Center (12970 SW 268

Street), which is approximately 7 miles away. The projected impact of the application on collection services is minimal.

Parks

The nearest park to Application No. 13 is the Navy Wells Pineland Preserve, a Natural Areas Preserve of 251 acres, which is located at SW 360 Street and SW 192 Avenue, less than 1 mile south of the application site.

The application is located within Park Benefit District 3 (PBD 3), which has a surplus capacity of 169.18 acres when measured by the county concurrency level-of-services standard. The impact of the application will increase the potential population in PBD 3 by 304. Approval of this application would decrease available reserve capacity by 0.83 acres to 168.35 acres.

Public Schools

Students generated by this application will attend those schools identified in the following table. This table also identifies the school's enrollment as of October 2005, the school's Florida Inventory of School Houses (FISH) Design Capacity, which includes permanent and relocatable student stations, and the school's FISH utilization percentage. Pursuant to the state-mandated Interlocal Agreement for Public School Facility Planning, between Miami-Dade County and the Miami-Dade County School Board, the school board and development community are required to collaborate where proposed development would result in an increase in the schools' FISH % utilization in excess of 115%.

School	2005 Enrollment*		FISH Capacity**	% FISH Utilization	
	Current	With Application		Current	With Application
Florida City Elementary	757	777	864	88%	90%
Homestead Middle	1,206	1,215	1,006	120%	121%
Homestead Senior High	2,909	2,912	3,072	94%	95%

Enrollment as of: October 15, 2005

This application, if approved, will increase the potential student population by an additional 42 students. Approximately 20 of these additional students are elementary students and will attend the Florida City Elementary, increasing the FISH utilization from

88% to 90%. Approximately 9 students will attend Homestead Middle, increasing the FISH utilization from 120% to 121%, and approximately 13 students will attend Homestead Senior High, increasing the FISH utilization from 94% to 95%. Therefore, Homestead Middle currently exceeds, and with approval of this application will further exceed, the 115% FISH design capacity threshold set by the Interlocal Agreement.

The following table outlines those relief schools that are currently being planned, designed, or constructed.

School	Student Stations	Scheduled Opening
State School SS-1 (Redland/Homestead Middle Schools relief)	1,662	2007
State School TTT (Homestead Senior High Schools relief)	2,858	2009

No additional relief schools are currently proposed in the 5-year Capital Plan, 2005-2009, dated April 2005.

Roadways

Existing Conditions

Primary access to the Application site is from SW 192 Avenue via SW 344 Street (SR 9336/W Palm Drive), a two-lane arterial between SW 192 and SW 182 Avenues and a four-lane divided arterial from SW 182 Avenue to US 1. SW 344 Street connects to SW 177 Avenue (SR 997/Krome Avenue), US 1 (SR 5/South Dixie Highway), and the Homestead Extension of the Florida Turnpike (HEFT/SR 821) to the east, which provide access to other portions of the county. Access to the HEFT is provided by interchanges north of SW 344 Street and at SW 312 Street.

Current traffic conditions on SW 344 Street, Krome Avenue, US 1, and the HEFT in the vicinity of the application site are acceptable. SW 344 Street from the Everglades National Park to SW 182 Avenue and between SW 182 Avenue and US-1 are operating acceptable Level of Service (LOS) C or better, above the adopted LOS D standard applicable to this roadway. Krome Avenue between SW 320 Street and US 1, the HEFT from SW 312 Street to US 1, and US 1 between SW 304 Street and SW 344 Street, are also operating at LOS C or better, above the adopted LOS D and E+20% standards applicable to these roadway segments. The "Traffic Impact Analysis" Table, below, shows the LOS for all roadways within the general vicinity of the application site.

The LOS is represented by one of the letters "A" through "F", with "A" generally representing the most favorable driving conditions and "F" representing the least favorable.

CDMP Amendment Application No. 13
Traffic Impact Analysis on Roadways Serving the Amendment Site
Roadway Lanes, Existing and Concurrency Peak Period Operating Level of Service (LOS)

Sta. Num.	Roadway	Location/Link	Num. Lanes	Adopted LOS Std.*	Peak Hour Cap.	Peak Hour Vol.	Existing LOS	Approved D.O's Trips	Conc. LOS w/o Amend.	Amendment Peak Hour Trips	Total Trips With Amend.	Concurrency LOS with Amend.
84	SW 344 St. (SR 936)	SW 192 Ave to 182 Ave	2	D	1460	859	B	341	B	54	1254	C
131	SW 177 Ave/Krome Ave (SR 997)	SW 344 St to SW 320 St	2	D	1460	838	C	N/A	C	7	845	C
518	SW 177 Ave/Krome Ave (SR 997)	US 1 to SW 344 St	2	D	1520	183	B	228	B	7	418	B
544	US 1 (SR 5)	SW 344 St to SW 304 St	4	E+20%	4100	1931	B	77	B	33	2041	B
2262	HEFT	US 1 to SW 312 St	4	D	6760	1054	A	30	A	14	1098	A
2548	SW 344 St. (SR 936)	SW 182 Ave to US 1	4	D	3110	1726	C	N/A	C	47	1773	C
151	Ingraham Highway	Everglades National Park to SW 192 Ave	6	D	1530	195	A	2	A	4	201	A

Source: Miami-Dade County Department of Planning and Zoning; Miami-Dade Public Works Department and Florida Department of Transportation, July 2006.

Notes: *County adopted roadway level of service standard applicable to the roadway segment
DV= Divided Roadway, UD= Undivided Roadway, LA Limited Access

Traffic Concurrency Evaluation

An evaluation of peak-period traffic concurrency conditions without the application's impact, as of June 22, 2006, which considers reserved trips from approved developments not yet constructed and any programmed roadway capacity improvements, predicts that SW 344 Street, SW 177 Avenue, US 1, and the HEFT in the vicinity of the application site will continue to operate at LOS C or better, above their adopted LOS D and E+20% standards.

Application Impact

The "Estimated Peak Hour Trip Generation" Table, below, identifies the estimated number of PM peak-hour trips expected to be generated by the potential development that could occur under the requested CDMP land use designation of "Low-Medium Density Residential (6 to 13 DUs/Acre) and compares them to the number of trips that would be generated by the potential development that could occur under the current CDMP land use designation of "Estate Density Residential" (2.5 to 6 DUs/Acre). The estimated trip difference between the requested and current CDMP land use designations is an additional 44 PM peak-hour trips, if the application site were to be developed with residential use at a density of 13 dwelling units per gross acre. The subject property is currently improved with one single-family home and assumed to generate 2 PM peak-hour trips; thus, the estimated trip difference between the requested CDMP Land Use designation and the existing use is approximately 72 more PM peak-hour trips.

An evaluation of peak-period traffic concurrency conditions with the application's impact, which considers reserved trips from approved development not yet constructed plus the trips to be generated by the requested land use, predicts that the concurrency LOS of SW 344 Street, SW 177 Avenue, US 1, and the HEFT in the vicinity of the application site will continue to operate at LOS C or better, above their adopted LOS D and E+20% standards.

Estimated Peak Hour Trip Generation By Current CDMP and Requested Use Designations			
Application Number	Assumed Use For Current CDMP Designation/ Estimated No. Of Trips	Assumed Use For Requested CDMP Designation/ Estimated No. Of Trips	Estimated Trip Difference Between Current and Requested CDMP Land Use Designation
13	Estate Density Residential (1 to 2.5 DUs/Acre) 24 Single Family Detached Units	Low-Medium Density Residential (6 to 13 DUs/Acre) 128 Single Family Attached Units	
	30	74	+44

Source: Institute of Transportation Engineers, Trip Generation, 7th Edition, 2003.

Future Conditions

The roadway capacity improvements for the roadways within the general vicinity of this application site listed in the County's 2007 Transportation Improvement Program (TIP) are: Krome Avenue, US-1, and SW 328 Street. The "Programmed Road Capacity Improvements" table below identifies these roadway capacity improvements.

Programmed Road Capacity Improvements
Fiscal Years 2006-2011

Roadway	From	To	Type of Improvement	Fiscal Year
SR 997/Krome Avenue	SR 5/US-1	SW 328 Street	Add lanes and Reconstruct	2009 - 2010
SR 5/US-1	Card Sound Road	SR 821/HEFT	Add Auxiliary lane	2008 - 2009
SW 328 Street	US-1	SW 162 Avenue	Widen to 4 Lanes	*Prior funding
SW 328 Street	SW 162 Avenue	SW 137 Avenue	Widen to 4 Lanes	*Prior funding

Source: Miami-Dade Transportation Improvement Program 2006-2011, Metropolitan Planning Organization, June 2007

Notes: * Prior funded projects are to be constructed through a joint venture with the City of Homestead

According to the Miami-Dade Transportation Plan to the Year 2030, the following roadway capacity improvement projects are planned for fiscal years 2005-2015 for SW 312, SW 320, and SW 328 Streets, as described in the table below.

Planned Roadway Capacity Improvements
Fiscal Years 2005- 2015

Roadway	From	To	Type of Improvement	Priority
SW 312 Street	SW 176 Avenue	SR 821/HEFT	Widen to 5 Lanes	I
SW 320 Street	SW 187 Avenue	US-1/S Dixie Highway	Widen to 3 Lanes	I
SW 328 Street	US-1/S Dixie Highway	SW 162 Avenue	Widen to 4 Lanes	I
SR 997/Krome Avenue	US-1/S Dixie Highway	SW 296 Street	Truck by-pass/Widen 2 to 4 Lanes	II

Source: Miami-Dade Transportation Plan to the Year 2030, Metropolitan Planning Organization, December 2004

Notes: Priority I – Project improvement to be funded by 2009

Priority II – Project improvement to be funded between 2010-2015

The table below shows the roadways serving and proximate to the application site projected to operate at LOS F in the year 2015. US 1, between SW 340 Street and SW 344 Street, is projected to operate at LOS F (1.12), and SW 162 Avenue, between SW 312 Street and SW 320 Street, is projected to operate at LOS F (1.15). These roadways are projected to operate at LOS F with and without the application impacts.

2015 Volume to capacity (V/C) Ratios
Roadway Segments Projected to Deteriorate to LOS F

Roadway Segment	Volume-to-Capacity Ratio	
	Without App. 13	With App. 13
US 1, between SW 341 and SW 344 Streets	1.11	1.12
SW 162 Avenue, between SW 312 and SW 320 Streets	1.15	1.15

Source: Metropolitan Planning Organization, July 2006.

The applicant's transportation consultant, Cathy Sweetapple & Associates, submitted a Transportation Analysis report for Applications 13, 14 and 15. Miami-Dade County Department of Planning and Zoning staff reviewed the report and agreed with the conclusions regarding Application 13. All traffic count stations on roadways adjacent to the application site were found to operate and projected to operate at acceptable levels of service during PM peak-hour. Available capacity and acceptable levels of service are maintained for the adjacent traffic count stations and the roadway segments, meeting the traffic concurrency standards for roadways adopted in the county's Comprehensive Development Master Plan. (See Appendix D: Applicant's Traffic Study.)

Transit Availability

Currently there are no existing transit routes that serve the application site. The routes nearest to the site are Route 344 and Route 70, with the closest bus stop located at SW 187 Avenue and SW 344 Street (approximately 0.9 miles from the site). According to the 2006 Transit Development Program The Florida City/ Medley MAX is a proposed route that will introduce peak hour express service between the Florida City/Homestead area and Medley.

Other Planning Considerations

The CDMP promotes land use intensification and increased densities, which support transit ridership and pedestrianism, on properties located within ¼ mile of a standard or express bus stop served by peak period headways of 20 or fewer minutes. The requested redesignation to "Low-Medium Density Residential", although providing for intensification of the site, is not supportive of transit ridership and pedestrianism due to the site's proximity (approximately 0.9 mile) to the nearest bus stop.

Florida City in 2005 passed City Resolution 05-35 showing its intent to annex lands west and south of the City, including the application site. Filing of the actual annexation application has, however, been postponed pending Miami-Dade County Board of Commissioners final actions on Mitigation Adjustment Policy and on Incorporation and Annexation reports.

No covenant was submitted for this application as of July 28, 2006.

STAFF CONCLUSIONS

The Department of Planning and Zoning recommends: **DENY, DO NOT TRANSMIT**, the proposed Land Use Plan (LUP) map standard amendment to change land use designation from "Estate Density Residential Communities" (1 to 2.5 units per gross acre) to "Low-Medium Density Residential Communities" (6 to 13 dwelling units per gross acre) based on the following considerations:

1. Approval of the "Low-Medium Density Residential" (6 to 13 DU/Ac) category as requested for the subject property by the applicant would be incompatible with the existing development patterns of the area. The northern boundary of the application site abuts a County owned Natural Forest Community (NFC) site, north of which are estate density homes (1 to 2.5 units per gross acre). To the immediate west are agricultural lands, beyond which is the UDB, and south is a vacant lot. South of the vacant lot are fallow land beyond which are estate density homes. Except for the NFC site that is designated "Environmentally Protected Parks", the County's LUP map designates the area west of SW 192 Avenue extending to the UDB, including the application site, as "Estate Density Residential", and the area east as "Low Density Residential." Within this "Low Density Residential" area are vacant lands east of the application site, and the multifamily Cameron Creek Rental Apartments located south east of the application.
2. Since the City of Florida City has not amended its Future Land Use Plan Map, as required by Section 171.062 (2), Florida Statutes, to officially designate land uses in the area annexed in 1996, the entire area retains the Miami-Dade County CDMP 2015-2025 Land Use Plan (LUP) map designation of "Low Density Residential." The densities promoted by the City of Florida City such as the Cameron Creek development provides insufficient and premature basis for amending the County's LUP map.
3. The redesignation of the application site to "Low-Medium Density Residential" (6 to 13 DU/Ac) would nominally add to the residential land capacity of the analysis area, which is projected to be depleted by the year 2017.
4. In general, adequate public facilities and services exist for the application site with the exception of the water and sewer distribution networks that will require significant upgrade to adequately serve the application site.

No transit service is provided within ½ mile of this site. According to the 2006 Transit Development Program, the Florida City/ Medley MAX is a proposed route that will introduce peak hour express service between Florida City/Homestead areas to Medley by 2011.

5. The CDMP promotes land use intensification and increased densities, which support transit ridership on properties located within ¼ mile of a bus stop. The

requested redesignation to “Low-Medium Density Residential”, although providing for intensification of the site, is not supportive of transit ridership and pedestrianism due to the site’s proximity (approximately 0.9 mile) to the nearest bus stop.

6. The application site does not impact any historic resources but does impact environmental resources such as specimen-sized trees, a County-owned Natural Forest Community (NFC) site, and is required to provide for on-site retention/detention of the runoff generated by a 5-year storm event. The application lies within the potential smoke dispersion corridor generated by the prescribed burning operations generated at the NFC site. Additionally, the development criteria and the level of on-site flood protection may change if ground water stages are increased as a result of the implementation of the Comprehensive Everglades Restoration Plan.

Consistency Review With CDMP Goals, Objectives, Policies, and Concepts

The following CDMP Goals, Objectives, Policies, and Concepts will be furthered should the application be adopted:

- LU-8F: (UDB) should contain residential capacity for 10 years after (EAR) plus 5-year surplus.
- OBJECTIVE LU-5: Activities consistent with the adopted Population Projections, and Land Use Plan (LUP) map.

The following CDMP Goals, Objectives, Policies, and Concepts will be impeded should the application be adopted:

- LU-3B: Natural resources and systems protected from incompatible land use.
- LU-4C: Neighborhoods protected from disruption or degradation.
- LU-8A: Accommodate residential development in suitable locations and densities
- LU-8E (iii): Compatible with abutting and nearby land uses and protect the character of established neighborhoods.
- LU-10A: Redirect higher density towards activity centers.

APPENDICES

Appendix A Map Series

Appendix B Amendment Application

Appendix C Miami-Dade County Public Schools Analysis

Appendix D Applicant's Traffic Study

Appendix E Fiscal Impact Analysis

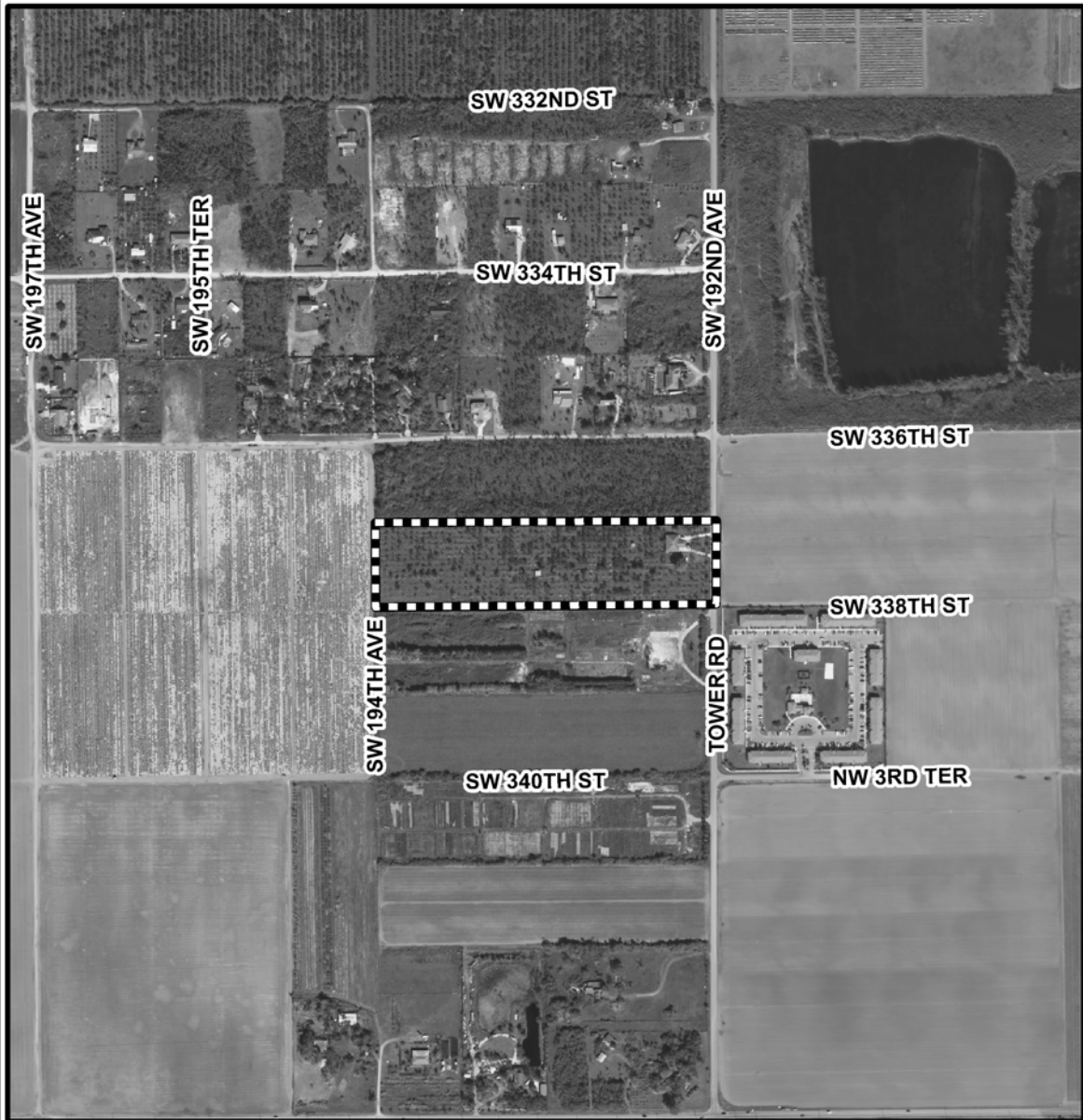
Appendix F Proposed Declaration of Restrictions

Appendix G Photos of Application Site and Surroundings

APPENDIX A

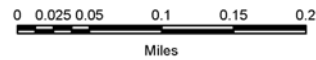
Map Series

AERIAL PHOTO: APPLICATION NO. 13



APPLICATION AREA

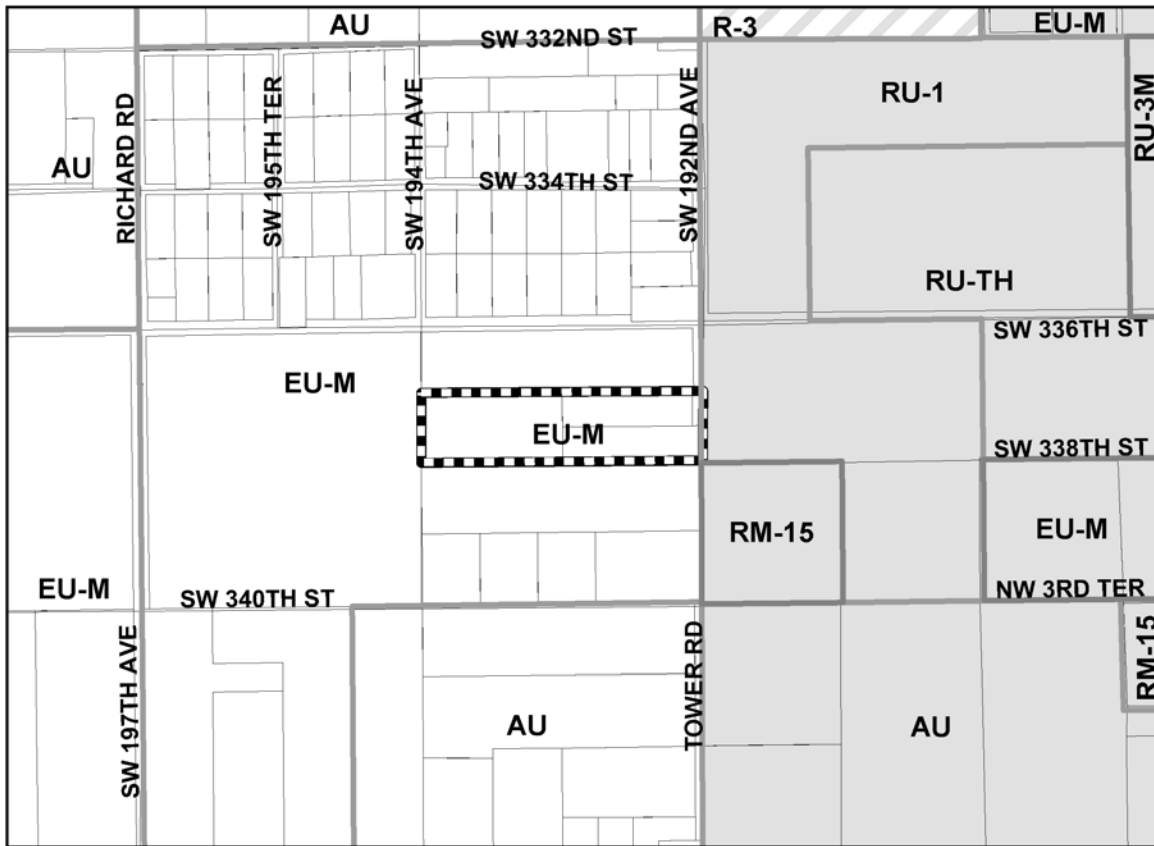
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



SOURCE: MIAMI-DADE COUNTY, DEPARTMENT OF
PLANNING AND ZONING, JULY 2006



**APPLICATION NO. 13
CURRENT ZONING MAP**



-  APPLICATION AREA
-  UNINCORPORATED MIAMI-DADE
-  FLORIDA CITY
-  HOMESTEAD

MIAMI-DADE ZONING DISTRICTS

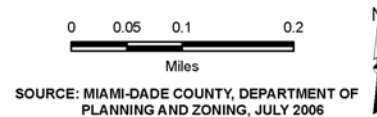
- AU AGRICULTURE - RESIDENTIAL 5 ACRES GROSS
- EU-M ESTATES MOD.1 FAMILY 15,000 SQ.FT. NET
- RU-1 SINGLE FAMILY RESIDENTIAL 7,500 SQ. FT. NET
- RU-TH TOWNHOUSE - 8.5 UNITS / NET ACRE
- RU-3M MINIMUM APARTMENT HOUSE 12.9 UNITS / NET ACRE

FLORIDA CITY ZONING DISTRICTS

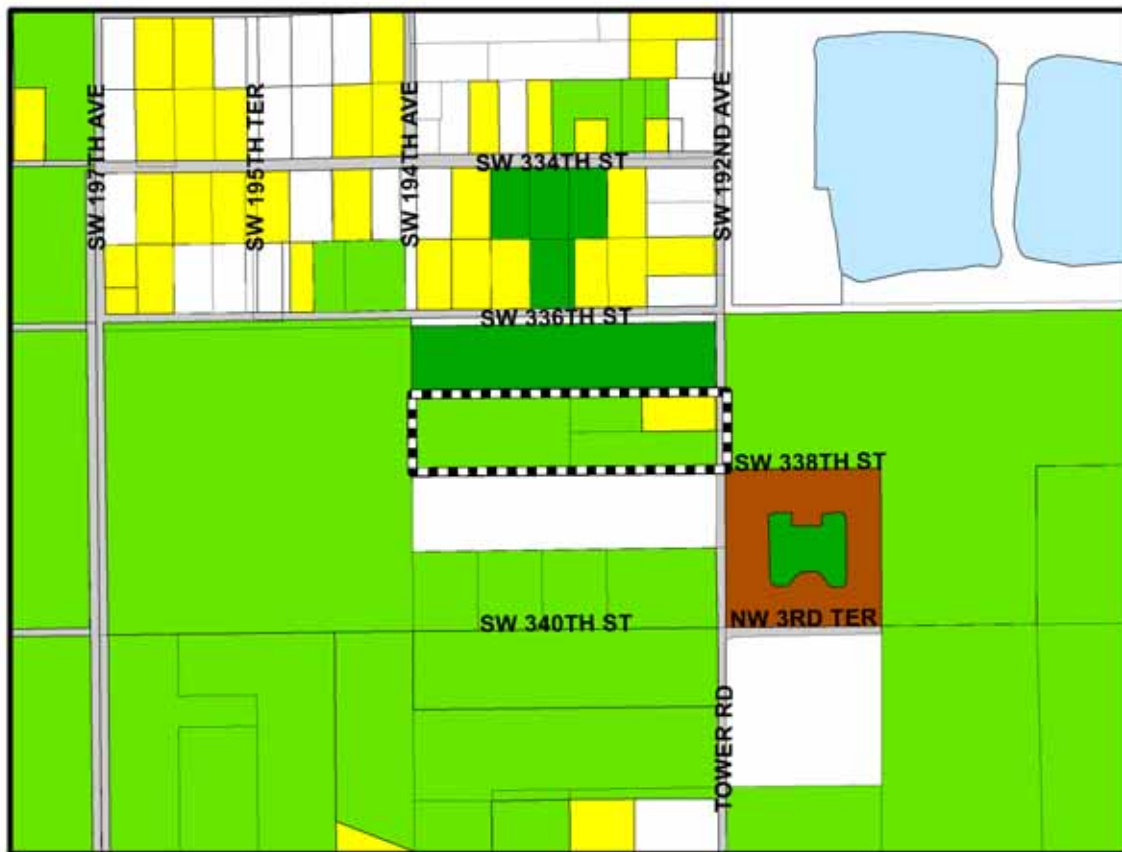
- RM-15 RESIDENTIAL MULTIFAMILY DISTRICT

HOMESTEAD ZONING DISTRICTS

- R-3 MULTIPLE APARTMENT DISTRICT



APPLICATION NO. 13
EXISTING LAND USE



LEGEND



APPLICATION AREA

EXISTING LAND USE



SINGLE-FAMILY



LOW-DENSITY MULTI-FAMILY



STREETS, ROADS, EXPRESSWAYS, RAMPS



AGRICULTURE



PARKS, PRESERVES, CONSERVATION AREAS



VACANT UNPROTECTED



INLAND WATERS



SOURCE: MIAMI-DADE COUNTY, DEPARTMENT OF
PLANNING AND ZONING, JULY 2006



APPLICATION NO. 13
CDMP LAND USE PLAN



LEGEND



APPLICATION AREA

CDMP LAND USE

- RESIDENTIAL COMMUNITIES
- ESTATE DENSITY RESIDENTIAL (EDR) 1 TO 2.5 DU/AC
- LOW DENSITY RESIDENTIAL (LDR) 2.5 TO 6 DU/AC
- AGRICULTURE
- ENVIRONMENTALLY PROTECTED PARKS
- WATER
- MINOR ROADWAYS (2 LANES)
- 2015 URBAN DEVELOPMENT BOUNDARY

NOTE: This figure is a graphic representation drawn at a different scale than the Official Adopted 2015 and 2025 Land Use Plan (LUP) map, which was adopted at a scale of one inch to a mile. The LUP map with subsequent adopted amendments, governs where this figure differs.



SOURCE: MIAMI-DADE COUNTY, DEPARTMENT
OF PLANNING AND ZONING, AUGUST 2006



APPENDIX B

Amendment Application

**APPLICATION FOR AN AMENDMENT TO THE
LAND USE PLAN MAP
OF THE MIAMI-DADE COUNTY
COMPREHENSIVE DEVELOPMENT MASTER PLAN**

1. APPLICANT

Tagoror Investments, LLC
a Florida limited liability company
c/o Juan J. Mayol, Jr., Esq.
Holland & Knight LLP
701 Brickell Avenue, Suite 3000
Miami, Florida 33131

2. APPLICANT'S REPRESENTATIVE

Juan J. Mayol, Jr., Esq.
Holland & Knight LLP
701 Brickell Avenue, Suite 3000
Miami, Florida 33131
(305) 789-7787
(305) 789-7799 (fax)
juan.mayol@hklaw.com

By: _____

Juan J. Mayol, Jr., Esq.

5 - 1 - 06

Date

3. DESCRIPTION OF REQUESTED CHANGE

- A. A change to the Land Use Element, Land Use Plan map (Item A.1(d) in the fee schedule) is requested.

The Applicant requests the re-designation of the subject property from "Estate Density Residential" to "Low-Medium Density Residential."

- B. Description of the Subject Area.

The subject property consists of approximately ±9.83 gross acres of land located in Section 23, Township 57, Range 38, in unincorporated Miami-Dade County. More specifically, the subject property is located on the north side of SW 338th Street between SW 192nd Avenue and SW 194th Avenue.

C. Acreage.

Subject application area: ±9.83 gross acres
Acreage owned by Applicant: ±9.83 gross acres

?met

D. Requested Change.

It is requested that the subject area be re-designated on the Land Use Plan map from "Estate Density Residential" to "Low-Medium Density Residential."

4. REASONS FOR AMENDMENT

The Applicant requests the re-designation of the Property from "Estate Density Residential" to "Low-Medium Density Residential" (5.0 to 13.0 dwelling units per gross acre) to permit the development of much needed residential development within the Urban Development Boundary ("UDB").

Though currently zoned for agricultural uses but designated for residential development, the Property is located just to the west of an existing multi-family residential development and the growing Florida City community. As such, the proposed residential development would be compatible with the development trend in the surrounding area. The development of the Property for residential purposes will help accommodate the County's projected population growth within the UDB.

Land Use Policy 8H of the CDMP requires that applications requesting amendments to the CDMP Land Use Plan map to be evaluated to consider the extent to which the proposal, if approved, would satisfy a deficiency in the Land Use Plan map, enhance the provision of services at or above adopted LOS standards, be compatible with neighboring land uses, enhance features of County significance, and, if located in a planned Urban Center or within a 1/4 mile of a transit station, that the development would be designed to promote transit ridership and pedestrianism. The re-designation the Property to "Low-Medium Density Residential" would serve to alleviate the need for residential development in South Dade.

The Property is located to the west of the Florida City limits. Within Florida City, the density of residential development is up to 15.0 units per acre, which is greater than the County's "Low-Medium Density Residential" designation. Therefore, developing the Property with 5.0 to 13.0 units of "Low-Medium Density Residential" would be compatible with the nearby land uses as well as enhance and expand the established neighborhoods in the area. The "Low-Medium Density Residential" designation allows for single-family homes, townhouses, and low-rise apartments. Other uses permitted in Residential Communities are neighborhood and community services, including schools, parks, houses of worship, day care centers, group housing facilities, and utility facilities. *See CDMP, Page I-20.2.* The mix of residential units permitted in this designation will enable the Applicant to provide a range of housing options for residents with varying income levels and the other permitted uses will help to promote progress of this area and foster the growth of South Miami-Dade County as an urban center.

The Countywide supply and demand for residential development is at a critical stage. It is estimated that the remaining capacity of vacant land within the UDB will be depleted in the year 2018. See *Initial Recommendations: October 2005 Applications to Amend the Comprehensive Development Master Plan, Page 2-15*. The Property lies within the County's South Dade Planning Analysis Tier (the "South Dade Tier"), and more specifically within Minor Statistical Area 7.6 (the "MSA"). The County's most recent assessment of available residential land within the South Dade Tier strongly suggests that the requested amendment would be beneficial to the growing residential needs of that community. The projected demands for housing in the South Dade Tier increases from 1,949 units per year in the 2005 to 2010 period to about 7,000 units per year in the 2020 to 2025 period. *Id. at 2-19*.

Based on the foregoing, the Applicant believes that the approval of this application would be timely, compatible and will help to satisfy the boding deficiency of available housing stock within the UDB.

Accordingly, approval of the requested Amendment would further implementation of the following CDMP policies:

LAND USE POLICY 1E: In conducting its planning, regulatory, capital improvements and intergovernmental coordination activities, Miami-Dade County shall seek to facilitate the planning of residential areas as neighborhoods which include recreational, educational and other public facilities, houses of worship, and safe and convenient circulation of automotive, pedestrian and bicycle traffic.

LAND USE POLICY 1F: In planning and designing all new residential development and redevelopment in the county, Miami-Dade County shall vigorously promote implementation of the "Guidelines for Urban Form" contained in the "Interpretation of the Land Use Plan Map" text adopted as an extension of these policies. (Residential Communities).

LAND USE POLICY 1G: To promote housing diversity and to avoid creation of monotonous developments, Miami-Dade County shall vigorously promote the inclusion of a variety of housing types in all residential communities through its area planning, zoning, subdivision, site planning, and housing finance activities, among others. In particular, Miami-Dade County shall review its zoning and subdivision practices and regulations and shall amend them, as practical, to promote this policy.

LAND USE OBJECTIVE 2: Decisions regarding the location, extent and intensity of future land use in Miami-Dade County, and urban expansion in particular, will be based upon the physical and financial feasibility of providing, by the year 2005, all urbanized areas with services at levels of service (LOS) which meet or exceed the minimum standards adopted in the Capital Improvements Element.

LAND USE POLICY 4C: Residential neighborhoods shall be protected from intrusion by uses that would disrupt or degrade the health, safety, tranquility, character, and overall welfare of the neighborhood by creating such impacts as excessive density, noise, light, glare, odor, vibration, dust or traffic.

LAND USE OBJECTIVE 5: Upon the adoption of this plan, all public and private activities regarding the use, development and redevelopment of land and the provision of urban services and infrastructure shall be consistent with the goal, objectives, and policies of this Element, with the adopted Population Estimates and Projections, and with the future uses provided by the adopted Land Use Plan (LUP) map and accompanying text titled "Interpretation of the Land Use Plan Map" as balanced with the Goals, Objectives and Policies of all Elements of the Comprehensive Plan.

LAND USE OBJECTIVE 8: Miami-Dade County shall maintain a process for periodic amendment to the Land Use Plan map, consistent with the adopted Goals, Objectives and Policies of this Plan, which will provide that the Land Use Plan map accommodates countywide growth.

LAND USE POLICY 8A: Miami-Dade County shall strive to accommodate residential development in suitable locations and densities which reflect such factors as recent trends in location and design of residential units; proximity and accessibility to employment, commercial and cultural centers; character of existing and adjacent or surrounding neighborhoods; avoidance of natural resource degradation; maintenance of quality of life and creation of amenities. Density patterns should reflect the Guidelines for Urban Form contained in this Element.

LAND USE POLICY 8F: Applications requesting amendments to the CDMP Land Use Plan map shall be evaluated to consider consistency with the Goals, Objectives and Policies of all Elements, other timely issues, and in particular the extent to which the proposal, if approved, would: i) satisfy a deficiency in the Plan map to accommodate projected population or economic growth of the County.

LAND USE POLICY 9L: Miami-Dade County shall update and enhance its land development regulations and area planning program to facilitate development of better planned neighborhoods and communities, and well designed buildings, and shall encourage and assist municipalities to do the same.

5. ADDITIONAL MATERIAL SUBMITTED

Additional information will be supplied at a later date under separate cover.

6. COMPLETED DISCLOSURE FORMS

Attachments: Legal Description of Property owned by Applicant - Exhibit "A"
Disclosure of Interest Form - Exhibit "B"
Location Map for Application - Exhibit "C"
Aerial Photograph – Exhibit "D"

EXHIBIT "A"

PARCEL ONE

The North 1/2 of the South 1/2 of the NE 1/4 of the NE 1/4 of the SW 1/4 of Section 23, Township 57 South, Range 38 East; A/K/A The East 1/2 of the North 1/2 of Lot 2 of C.M. NELSON'S SUBDIVISION, according to the Plat thereof, as recorded in Plat Book 1, at Page 163 of the Public Records of MIAMI-DADE County, Florida, less the East 43 feet for right-of-way.

PARCEL TWO

The South 1/2 of the NW 1/4 of the NE 1/4 of the SW 1/4 of Section 23, Township 57 South, Range 38 East; A/K/A The West 1/2 of Lot 2 of C.M. NELSON'S SUBIDVISION, according to the Plat thereof, as recorded in Plat Book 1, at Page 163 of the Public Records of MIAMI-DADE County, Florida.

PARCEL THREE

The South 1/4 of the NE 1/4 of the NE 1/4 of the SW 1/4 of Section 23, Township 57 South, Range 38 East;

A/K/A

The East 1/2 of the South 1/2 of Lot 2 of C.M. NELSON'S SUBDIVISION, according to the Plat thereof, as recorded in Plat Book 1, at Page 163 of the Public Records of MIAMI-DADE County, Florida, less the East 43 feet for right-of-way.

folio no.s 30-7823-002-0020
30-7823-002-0025
30-7823-002-0030

APPENDIX C

Miami-Dade County Public Schools Analysis



Miami-Dade County Public Schools

giving our students the world

Superintendent of Schools

Rudolph F. Crew, Ed.D.

Chief Facilities Officer

Rose Diamond

Planning Officer

Ana Rijo-Conde, AICP

July 10, 2006

Miami-Dade County School Board

Agustin J. Barrera, Chair

Perla Tabares Hantman, Vice Chair

Frank J. Bolaños

Evelyn Langlieb Greer

Dr. Robert B. Ingram

Dr. Martin Karp

Ana Rivas Logan

Dr. Marta Pérez

Dr. Solomon C. Stinson

Ms. Diane O'Quinn-Williams, Director
Miami-Dade County
Department of Planning and Zoning
Zoning Evaluation Section
111 NW 1 Street, Suite 1110
Miami, Florida 33128

**Re: Land Use Amendments
April 2006 Cycle
(Applications No. 1-16)**

Dear Ms. O'Quinn-Williams:

Pursuant to the state-mandated and School Board approved Interlocal Agreement, local government, the development community and the School Board are to collaborate on the options to address the impact of proposed residential development on public schools where the proposed development would result in an increase in the schools' FISH % utilization (permanent and relocatable), in excess of 115%. This figure is to be considered only as a review threshold and shall not be construed to obligate the governing agency to deny a development.

Attached please find the School District's (District) review analysis of potential impact generated by the above referenced applications. Please note that land use amendments 6, 10 and 16 will not generate additional student impact to the District; and the schools impacted by land use amendments 2 and 3 do not meet the review threshold. However, land use amendments proposed in applications 1, 4, 5, 7, 8, 9, 11, 12, 13, 14 and 15 will generate an additional student impact to the District (see attached analyses).

Please note that some of the impacted school facilities for Amendments 1, 4, 5, 7, 8, 9, 11, 12, 13, 14 and 15 meet the referenced review threshold. As such, it is our recommendation that dialogue between the District and the applicants take place as it relates specifically to public schools in the affected area that meet the review threshold. The District will keep the County apprised if such dialogue takes place with respective applicants.

School Board Administration Building • 1450 N.E. 2nd Avenue, Suite 525 • Miami, Florida 33132

305-995-7285 • FAX 305-995-4760 • arijo@dadeschools.net

Ms. Diane O'Quinn-Williams
July 10, 2006
Page Two

Also, attached is a list of approved Charter School Facilities which may provide relief on a countywide basis.

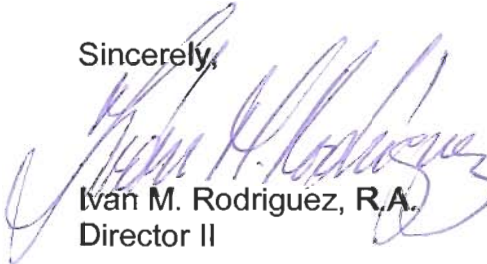
Additionally, pursuant to Miami-Dade County's Educational Facilities Impact Fee Ordinance, the proposed developments, if approved, will be required to pay educational facilities impact fees (impact fees) based on the following formula:

New residential unit square footage X .90 (Square Footage Fee) +
\$600.00 (Base Fee) + 2% administrative fee = Educational Facilities
Impact fee

In accordance with the Agreement, this letter and attached information should not be construed as commentary on the merits of the pending land use amendment applications. Rather it is an attempt to provide relevant information to the Planning Advisory Board, Community Councils and Miami-Dade County Board of County Commissioners on public schools that will likely serve the proposed developments and meet the referenced threshold.

As always, thank you for your consideration and continued partnership in our mutual goal to enhance the quality of life for the residents of our community.

Sincerely,



Ivan M. Rodriguez, R.A.
Director II

IMR:ir
L001
Attachments

cc: Ms. Ana Rijo-Conde
Mr. Fernando Albuerne
Mr. Michael A. Levine
Ms. Vivian Villaamil
Ms. Patricia Good
Ms. Helen Brown

SCHOOL IMPACT REVIEW ANALYSIS

July 5, 2006

APPLICATION: No. 13, Tagoror Investments, LLC

REQUEST: Change Land Use from Estate Density Residential (1 to 2.5 DU/acre) to Low-Medium Density Residential (6 to 13 DU/acre)

ACRES: ± 9.89 acres

LOCATION: Approximately North side of theoretical SW 338 Street between theoretical SW 194 and SW 192 Avenue

**MSA/
MULTIPLIER:** 7.6 / .40 Single-Family (SF) Detached and .41 Single-Family (SF) Attached

NUMBER OF UNITS:	104 additional units	Proposed Land Use 128 SF Attached	Existing Land Use 24 SF Detached
ESTIMATED STUDENT POPULATION:	42	52 students	10 students
ELEMENTARY:	20		
MIDDLE:	9		
SENIOR HIGH:	13		

SCHOOLS SERVING AREA OF APPLICATION

ELEMENTARY: Florida City Elementary – 364 NW 6 Avenue

MIDDLE: Homestead Middle – 658 NW 2 Avenue

SENIOR: Homestead Senior High – 2351 SE 12 Avenue

All schools are located in Regional Center VI.

*Based on Census 2000 information provided by Miami-Dade County Department of Planning and Zoning.

The following population and facility capacity data are as reported by the Office of Information Technology, as of October 2005:

	STUDENT POPULATION	FISH DESIGN CAPACITY PERMANENT	% UTILIZATION FISH DESIGN CAPACITY PERMANENT	NUMBER OF PORTABLE STUDENT STATIONS	% UTILIZATION FISH DESIGN CAPACITY PERMANENT AND RELCOATABLE	CUMULATIVE STUDENTS**
Florida City Elementary	757	716	106%	148	88%	1,006
	777 *		109%		90%	
Homestead Middle	1,206	848	142%	158	120%	1,248
	1,215 *		143%		121%	
Homestead Senior High	2,896	2,977	97%	95	94%	3,822
	2,909 *		98%		95%	

*Student population increase as a result of the proposed development

**Estimated number of students (cumulative) based on zoning/land use log (2001- present) and assuming all approved developments are built; also assumes none of the prior cumulative students are figured in current population.

Notes:

- 1) Figures above reflect the impact of the class size amendment.
- 2) Pursuant to the Interlocal Agreement, Homestead Middle School meets the review threshold.

PLANNED RELIEF SCHOOLS IN THE AREA

(Information included in proposed 5-Year Capital Plan, 2005-2009, dated April 2005)

Projects in Planning, Design or Construction

<u>School</u>	<u>Status</u>	<u>Projected Occupancy Date</u>
State School SS-1 (Redland / Homestead Middle Schools relief) (1,662 student stations)	Construction	School Opening 2007

State School TTT (Homestead Senior High School relief) (2,858 student stations)	Planning	School Opening 2009
---	----------	---------------------

Proposed Relief Schools

<u>School</u>	<u>Funding year</u>
N/A	

Estimated Permanent Elementary Seats (Current and Proposed in 5-Year Plan)	716
Estimated Permanent Middle Seats (Current and Proposed in 5-Year Plan)	2,510
Estimated Permanent Senior High Seats (Current and Proposed in 5-Year Plan)	5,835

Note: Some of the proposed schools will add relief to more than one school and new seats will be assigned based on projected need.

OPERATING COSTS: Accounting to Financial Affairs, the average cost for K-12 grade students amounts to \$6,549 per student. The total annual operating cost for additional students residing in this development, if approved, would total \$275,058.

CAPITAL COSTS: Based on the State's July 2006 student station cost factors*, capital costs for the estimated additional students to be generated by the proposed development are:

ELEMENTARY	Does not meet review threshold
MIDDLE	9 x 19,528 = \$175,752
SENIOR HIGH	Does not meet review threshold
Total Potential Capital Cost	\$175,752

*Based on Information provided by the Florida Department of Education, Office of Educational Facilities Budgeting. Cost per student station does not include land cost.

APPENDIX D

Applicant's Traffic Study

CDMP AMENDMENT APPLICATION TRANSPORTATION ANALYSIS

CDMP Amendment Application Numbers 13, 14, 15

August 2006

Prepared for:
Tagoror Investments, LLC
Q2 Florida City I, LLC
Q2 Kings Mountain 485, LLC

CATHY SWEETAPPLE & ASSOCIATES
TRANSPORTATION AND MOBILITY PLANNING

101 North Gordon Road, Fort Lauderdale, Florida 33301
954-463-8878 office 954-525-4303 fax Email: csweet@bellsouth.net

CATHY SWEETAPPLE & ASSOCIATES
TRANSPORTATION AND MOBILITY PLANNING

Application Numbers 13, 14, 15
CDMP Amendment Application Transportation Analysis

Introduction and Site Location

Three separate land use plan amendment applications were submitted to Miami-Dade County for three separate parcels of land located west of Florida City within unincorporated Miami-Dade County, identified herein as Application Numbers 13, 14 and 15. Application Numbers 13 and 14 are located on the north side of SW 344 Street, to the west of SW 192 Avenue. Application Number 15 is located on the south side of SW 344 Street, to the east of SW 192 Avenue. The location of each of the three amendment sites are identified on **Figure 1**. The approved and proposed land use designations for each of the three applications, along with the corresponding approved and proposed dwelling units are summarized in **Table 1A** below.

Table 1A – Summary Information for Applications 13, 14 and 15

Application Number	Applicant	Property Acreage	Approved Land Use	Approved Density	Proposed Land Use	Proposed Density
13	Tagoror Investments, LLC	9.89 acres	Estate Density Residential	1 to 2.5 du/acre 24 du maximum	Low Medium Density Residential	6 to 13 du/acre 128 du maximum
14	Q2 Florida City I, LLC Q2 Florida City II, LLC Q2 Florida City III, LLC Q2 Florida City IV, LLC	119.7 acres	Estate Density Residential	1 to 2.5 du/acre 299 du maximum	Low Medium Density Residential	6 to 13 du/acre 1556 du max
15	Q2 Kings Mountain 485, LLC	20.76 acres	Low Density Residential	2.5 to 6 du/acre 124 du maximum	Low Medium Density Residential	6 to 13 du/acre 269 du maximum
			Total	447 du	Total	1,953 du

Transportation Analysis and Study Area

A Transportation Analysis has been prepared to examine the traffic impacts resulting from the proposed land use changes, comparing the transportation conditions with the amendments, to that which would have occurred under the current allowable land use designations for each of the amendment sites. The analysis examines the adequacy of the transportation infrastructure within the five year and ten year planning horizons, and specifically addresses traffic concurrency pursuant to the Miami-Dade County Concurrency Management System, and the Year 2015 transportation impacts upon the surrounding roadway network.

This Transportation Analysis examines the arterial and collector roadway network serving the amendment sites, extending from SW 296 Street on the north, SW 167 Avenue on the east, SW 352 Street on the south (inclusive of Card Sound Road and US-1) and SW 197 Avenue on the west.

Allowable Development under the Existing and Proposed Land Use

The allowable land development scenarios for Application Numbers 13, 14 and 15 are summarized in **Table 1A** above. The allowable land use collectively (among all three applications) permits 447 dwelling units, which generates 341 AM peak hour trips and 447 PM peak hour trips as outlined in **Table 1B** below, and as calculated using the trip generation rates and equations from ITE 7th Edition under Land Use Code 210 for single-family homes. Detailed trip generation calculations for the allowable land use for each application is provided in the attached **Tables 2A, 2B and 2C**.

The proposed land use designations collectively (among all three applications) permit a maximum of 1,953 multi-family residential dwelling units accommodating an attached townhome product. The maximum allowable dwelling units are based upon 13 dwelling units per acre for low medium density residential. Under this maximum scenario (which has been analyzed pursuant to state guidelines), the units (collectively) would generate 641 AM peak hour trips and 780 PM peak hour trips using the trip generation rates and equations from ITE 7th Edition under Land Use Code 230 for multi-family townhomes as outlined in **Table 1B** below.

Compared to the existing land use designations for the three amendment sites, the net new traffic impact with the proposed land use change would equate to 300 AM peak hour trips and 333 PM peak hour trips as outlined in **Table 1B** below. Detailed trip generation calculations are provided in the attached **Tables 2A, 2B and 2C** for Application Numbers 13, 14 and 15.

Table 1B - Summary of the Trips from Allowable Development under the Existing and Proposed Land Use

	Existing Land Use – 447 DU		Proposed Land Use – 1,953 DU		Net New – 1,506 DU	
Application Number	AM Peak Hour Trips	PM Peak Hour Trips	AM Peak Hour Trips	PM Peak Hour Trips	AM Peak Hour Trips	PM Peak Hour Trips
13	26	30	63	74	37	44
14	219	287	464	571	245	284
15	96	130	114	135	18	5
Total	341 AM Trips	447 PM Trips	641 AM Trips	780 PM Trips	300 AM Trips	333 PM Trips

Transportation Analysis for the Increase in Site Related Traffic

Based upon the trip generation material provided in **Table 1B** above, there will be an increase in site related traffic resulting from the proposed land use change for each of the three amendment sites. This increase in site related traffic has therefore been evaluated on three separate levels to ensure that adopted levels of service can be maintained with the impacts of the proposed amendment site.

- The site related traffic has been evaluated for traffic concurrency following the guidelines from Miami-Dade County, using updated year 2004 traffic counts for the surrounding County and State count stations, committed development information from the Miami-Dade County concurrency database and the peak hour period trips from the proposed amendment site.
- An existing conditions network analysis has been prepared for the study area roadways surrounding the amendment site using updated year 2004 or 2005 traffic counts for the surrounding County and State count stations.
- A Year 2015 network analysis has been prepared for the study area roadways surrounding the amendment site to reflect the long term planning horizon, incorporating the funded transportation improvements from adopted TIP 2007, and the Priority I and Priority II planned transportation improvements from the Year 2030 long range transportation plan.

TABLE 2A - TAGOROR INVESTMENTS, LLC - APPLICATION NO. 13
TRIP GENERATION FOR THE UNDERLYING ALLOWABLE LAND USE
9.89 GROSS ACRES AT 2.5 DU/ACRE

LAND USE	TIMEFRAME	UNITS	ITE LUC	ITE 7TH EDITION TRIP RATE OR FORMULA	TRIPS	IN		OUT	
						%	TRIPS	%	TRIPS
Single Family Detached	Daily	24	DU	$\text{Ln (T)} = 0.92 \text{ Ln (X)} + 2.71$	280	50%	140	50%	140
Single Family Detached	AM Peak Hour	24	DU	$T = 0.70 (X) + 9.43$	26	25%	7	75%	19
Single Family Detached	PM Peak Hour	24	DU	$\text{Ln (T)} = 0.90 \text{ Ln (X)} + 0.53$	30	63%	19	37%	11

TRIP GENERATION FOR THE PROPOSED USE
9.89 GROSS ACRES AT 13 DU/ACRE

LAND USE	TIMEFRAME	UNITS	ITE LUC	ITE 7TH EDITION TRIP RATE OR FORMULA	TRIPS	IN		OUT	
						%	TRIPS	%	TRIPS
Single Family Attached	Daily	128	DU	$\text{Ln (T)} = 0.85 \text{ Ln (X)} + 2.55$	792	50%	396	50%	396
Single Family Attached	AM Peak Hour	128	DU	$\text{Ln (T)} = 0.80 \text{ Ln (X)} + 0.26$	63	17%	11	83%	52
Single Family Attached	PM Peak Hour	128	DU	$\text{Ln (T)} = 0.82 \text{ Ln (X)} + 0.32$	74	67%	50	33%	24

NET NEW TRIP GENERATION - PROPOSED LESS UNDERLYING ALLOWABLE

LAND USE	TIMEFRAME	UNITS	ITE LUC	ITE 7TH EDITION TRIP RATE OR FORMULA	TRIPS	IN		OUT	
						%	TRIPS	%	TRIPS
Net New Units	Daily	104	DU	Trip Increase	512	50%	256	50%	256
Net New Units	AM Peak Hour	104	DU	Trip Increase	37	17%	4	83%	33
Net New Units	PM Peak Hour	104	DU	Trip Increase	44	67%	31	33%	13

TABLE 2B - Q.2 Florida City I-IV, LLC - APPLICATION NO. 14
TRIP GENERATION FOR THE UNDERLYING ALLOWABLE LAND USE
119.7 GROSS ACRES AT 2.5 DU/ACRE

LAND USE	TIMEFRAME	UNITS	ITE LUC	ITE 7TH EDITION TRIP RATE OR FORMULA	TRIPS	IN		OUT	
						%	TRIPS	%	TRIPS
Single Family Detached	Daily	299	DU	$\text{Ln (T)} = 0.92 \text{ Ln (X)} + 2.71$	2,848	50%	1,424	50%	1,424
Single Family Detached	AM Peak Hour	299	DU	$T = 0.70 \text{ (X)} + 9.43$	219	25%	55	75%	164
Single Family Detached	PM Peak Hour	299	DU	$\text{Ln (T)} = 0.90 \text{ Ln (X)} + 0.53$	287	63%	181	37%	106

TRIP GENERATION FOR THE PROPOSED USE
119.7 GROSS ACRES AT 13 DU/ACRE

LAND USE	TIMEFRAME	UNITS	ITE LUC	ITE 7TH EDITION TRIP RATE OR FORMULA	TRIPS	IN		OUT	
						%	TRIPS	%	TRIPS
Single Family Attached	Daily	1,556	DU	$\text{Ln (T)} = 0.85 \text{ Ln (X)} + 2.55$	6,617	50%	3,309	50%	3,308
Single Family Attached	AM Peak Hour	1,556	DU	$\text{Ln (T)} = 0.80 \text{ Ln (X)} + 0.26$	464	17%	79	83%	385
Single Family Attached	PM Peak Hour	1,556	DU	$\text{Ln (T)} = 0.82 \text{ Ln (X)} + 0.32$	571	67%	383	33%	188

NET NEW TRIP GENERATION - PROPOSED LESS UNDERLYING ALLOWABLE

LAND USE	TIMEFRAME	UNITS	ITE LUC	ITE 7TH EDITION TRIP RATE OR FORMULA	TRIPS	IN		OUT	
						%	TRIPS	%	TRIPS
Net New Units	Daily	1,257	DU	Trip Increase	3,769	50%	1,885	50%	1,884
Net New Units	AM Peak Hour	1,257	DU	Trip Increase	245	17%	24	83%	221
Net New Units	PM Peak Hour	1,257	DU	Trip Increase	284	67%	202	33%	82

TABLE 2C - Q2 Kings Mountain 485,LLC - APPLICATION NO. 15
TRIP GENERATION FOR THE UNDERLYING ALLOWABLE LAND USE
20.76 GROSS ACRES AT 6 DU/ACRE

LAND USE	TIMEFRAME	UNITS	ITE LUC	ITE 7TH EDITION TRIP RATE OR FORMULA	TRIPS	IN		OUT	
						%	TRIPS	%	TRIPS
Single Family Detached	Daily	124	DU	$\text{Ln (T)} = 0.92 \text{ Ln (X)} + 2.71$	1,267	50%	634	50%	633
Single Family Detached	AM Peak Hour	124	DU	$T = 0.70 \text{ (X)} + 9.43$	96	25%	24	75%	72
Single Family Detached	PM Peak Hour	124	DU	$\text{Ln (T)} = 0.90 \text{ Ln (X)} + 0.53$	130	63%	82	37%	48

TRIP GENERATION FOR THE PROPOSED USE
20.76 GROSS ACRES AT 13 DU/ACRE

LAND USE	TIMEFRAME	UNITS	ITE LUC	ITE 7TH EDITION TRIP RATE OR FORMULA	TRIPS	IN		OUT	
						%	TRIPS	%	TRIPS
Single Family Attached	Daily	269	DU	$\text{Ln (T)} = 0.85 \text{ Ln (X)} + 2.55$	1,488	50%	744	50%	744
Single Family Attached	AM Peak Hour	269	DU	$\text{Ln (T)} = 0.80 \text{ Ln (X)} + 0.26$	114	17%	19	83%	95
Single Family Attached	PM Peak Hour	269	DU	$\text{Ln (T)} = 0.82 \text{ Ln (X)} + 0.32$	135	67%	90	33%	45

NET NEW TRIP GENERATION - PROPOSED LESS UNDERLYING ALLOWABLE

LAND USE	TIMEFRAME	UNITS	ITE LUC	ITE 7TH EDITION TRIP RATE OR FORMULA	TRIPS	IN		OUT	
						%	TRIPS	%	TRIPS
Net New Units	Daily	145	DU	Trip Increase	221	50%	110	50%	111
Net New Units	AM Peak Hour	145	DU	Trip Increase	18	17%	-5	83%	23
Net New Units	PM Peak Hour	145	DU	Trip Increase	5	67%	8	33%	-3

Regional Roadway Network Serving the Amendment Site

The roadway network serving the amendment site is illustrated in the enclosed **Figure 1**. Primary access to Applications 13, 14 and 15 is provided off of SW 344 Street, extending approximately 1.5 miles west from US-1 to SW 192 Avenue. SW 344 Street is classified as a State Minor Arterial from US-1 to SW 192 Avenue, and as a County Collector extending to the west. SW 344 Street exists today as a 4 lane divided roadway from SW 137 Avenue (on the east) to SW 182 Avenue (on the west), narrowing to a 2 lane undivided roadway west of SW 182 Avenue. SW 192 Avenue is classified as a State Minor Arterial south of SW 344 Street, and a County Collector extending to the north. The supporting transportation infrastructure either already exists or is under development as outlined below.

- **On-Site Subdivision Roadways** - Improvements to section-line roadways (SW 344 Street) and half section-line roadways (SW 192 Avenue) adjacent to the amendment sites will be developed concurrent with site development (pursuant to County Code requirements).
- **Programmed (Funded) Off-Site Transportation Improvements** – Programmed improvements from the adopted TIP 2007 will result in improvements to off-site section-line roadways or to transit corridors in the study area as identified in **Table 3A** and in **Figure 2A**. These funded transportation improvements include several roadways in the immediate study area as highlighted below:
 - **SW 177 Avenue from US-1 to Lucy Street** - 4 lane divided roadway
 - **SW 328 Street from US-1 to SW 137 Avenue** – 4 lane divided roadway
 - **Card Sound Road from County line to US-1** – Improved 2 lane roadway
 - **US-1 from County Line to Card Sound Road** – Improved 2 lane roadway
 - **US-1 from Card Sound Road to HEFT** – Third NB lane as an auxiliary lane to the HEFT
 - **Busway Extension to Florida City by 2007** – Premium transit access to the Amendment Study Area
- **Planned (Priority I and II) Off-Site Transportation Improvements** – Planned transportation improvements from Priority I and II of the 2030 Long Range Transportation Plan have been established as the cost feasible transportation infrastructure that will be in place by the Year 2015. The Planned transportation improvements in the study area are identified in **Table 3B** and in **Figure 2B**, with the Priority I improvements illustrated again in **Figure 2E** and the Priority II improvements illustrated in again in **Figure 2F**. These planned improvements include several roadways in the immediate study area as highlighted below:

Priority I:

- **US-1 from County Line to Card Sound Road** – Improved 2 lane roadway, add wide shoulders [in TIP]
- **US-1 from Card Sound Road to HEFT** – Construct auxiliary lanes to the HEFT [in TIP]
- **SW 320 Street from SW 187 Avenue to US-1** – Widen to 3 lanes
- **SW 312 Street from SW 187 Avenue to SW 177 Avenue** – Widen to 5 lanes [in TIP for Engineering]
- **SW 312 Street from SW 152 Avenue to SW 137 Avenue** – Widen to 4 lanes [Completed]
- **SW 328 Street from US-1 to SW 152 Avenue** – Widen to 4 lanes [in TIP]
- **Busway Extension to Florida City by 2007** – Premium transit access to the Amendment Study Area [in TIP]

Priority II:

- **SW 177 Avenue from US-1 to SW 296 Street** - Widen to 4 lanes [in TIP with modifications]

- **Transit Access** - The amendment sites are located within 1.5 miles of the Premium Transit Busway Corridor which is programmed for completion in 2007. This transit corridor provides a convenient and direct connection to the Miami-Dade County premium transit system providing extensive transit access system-wide and county-wide. The attached **Figure 2C** illustrates the Busway Corridor and the funded park and ride transit terminal located at SW 344 Street at the terminus of the Busway corridor. **Figure 2D** illustrates the Miami-Dade Transit Service making connections to the Busway Corridor and reaching out to the neighborhoods located to the east and west of the Busway.

TABLE 3A
CDMP AMENDMENT APPLICATION TRANSPORTATION ANALYSIS
APPLICATION NUMBERS 13, 14, 15
PROGRAMMED TRANSPORTATION IMPROVEMENTS (FY 2007-2011) MIAMI-DADE COUNTY MPO

TIP 2007 No.	TIP 2007 Page No.	Location	Improvement	TIP 2007 Project Phase	TIP 2007 Project Costs	TIP 2007 Year Funded	Figure Ref. No.
DT2493561 2493561	Section A1 Page 2	SR 5/US-1 From North of MM 113 to MM 117	Flexible Pavement Reconstruction 3.788 miles	Design Build/Construction Design Build Construction	\$41,624,000 \$2,000,000	Prior Funding 2009-2010	Not Mapped
DT2496143 2496143	Section A1 Page 5	SR 997/Krome Avenue From Kendall Drive to SW 8 Street	Add Through Lanes 4.999 miles	Preliminary Engineering Right-of-Way Railroad	\$1,450,000 \$16,323,000 \$100,000	2007-2008 2008-2009 2008	Not Mapped
DT2496144 2496144	Section A1 Page 5	SR997/Krome Avenue From SW 296 Street to SW 136 Street	PD&E/EMO Study	PD&E Preliminary Engineering	\$75,000 \$900,000	2007-2008 2010-2011	#1
DT2496145 2496145	Section A1 Page 5	SR997/Krome Avenue SW 288 St, SW 216 St, SW 200 St, SW 184 St	Add turn lanes and shoulders, extend left turn lane storage, add new signals, lighting	Prior Years Funding INC	\$6,263,000 \$200,000	2005/2006 2008	Not Mapped
DT2496146 2496146	Section A1 Page 97-TIP 2006	SR997/Krome Avenue At SR 93/Kendall Drive	Provide dual SB to EB Left turn lanes Add Exclusive WB Left	PD&E Construction	\$11,349 \$532,364	2006 2006	Not Mapped
DT2496152 2496152	Section A1 Page 6	SR997/Krome Avenue From SW 8 Street to US 27	Add Lanes and Reconstruct 14.275 Miles	Preliminary Engineering Design Build INC	\$450,000 \$81,415,000 \$2,000,000	2007-2009 2008-2009 2011	Not Mapped
DT2496154 2496154	Section A1 Page 6	SR997/Krome Avenue From SW 8 Street to US 27	Environmental Action 14.275 Miles	Environmental	\$9,074,411	2007	Not Mapped
DT2498561 2498561	Section A1 Page 10	SR 5/US-1 From MM 4.167 S-18 to MM 8.750	Flexible Pavement Reconstruction 4.583 miles	Preliminary Engineering Construction	\$1,425,000 \$31,700,000	Prior Funding 2007-2008	Not Mapped
DT2498562 2498562	Section A1 Page 10	SR 5/US-1 From S. of S-18 MP 8.7 to Card Sound Rd MP 13.87	Flexible Pavement Reconstruction 5.121 miles	Construction	\$58,414,000	2010-2011	#2
DT4055751 4055751	Section A1 Page 33	SR997/Krome Avenue From US-1 to SW 296 Street	Flexible Pavement Construction	Right-of-Way	\$5,902,000	2008	#3
DT4055753 4055753	Section A1 Page 34	SR997/Krome Avenue From US-1 to SW 328/Lucy Street	Add Lanes and Reconstruct	Construction	\$15,570,000	2010	#4
DT4106251 4106251	Section A1 Page 54	SR 5/US-1/South Dixie Highway From SW 304 Street to S. of SW 284 Street	Resurfacing 1.637 miles	Construction	\$17,545,000	2009-2011	#5
DT4106252 4106252	Section A1 Page 55	SR 5/US-1/South Dixie Highway From S. of SW 284 Street to N. of SW 266 Street	Resurfacing 1.623 miles	Construction	\$13,830,000	2010-2011	Not Mapped
DT4164731 4164731	Section A1 Page 80	SR 5/US-1 Auxiliary From Card Sound Road to SR 821 / HEFT	PD&E/EMO Study Construct Auxiliary lanes	Preliminary Engineering Construction	\$300,000 \$3,075,000	2006-2007 2008-2010	#6
DT4204571 4204571	Section A1 Page 148	Busway at SW 344 Street Park and Ride Lot	Park and Ride Lot	Capital	\$600,000	2006-2007	#7
DT4204581 4204581	Section A1 Page 149	Busway at SW 344 Street Park and Ride Lot	Park and Ride Lot	Capital	\$2,322,000	2006-2007	#7
DT4175441 4175441	Section A2 Page 3	Homestead Toll Plaza Express Lanes	Express Lanes	Construction	\$46,364,000	2008-2009	Not Mapped
TP4060961 4060961	Section A2 Page 1	SR 821/HEFT From South of SW 117 Ave to South of Kendall Dr	Add lanes and reconstruct. Widen HEFT from 10 to 12 lanes	Construction Railroad	\$190,551,000 \$3,000,000	2008 2008	Not Mapped
TP4150511 4150511	Section A2 Page 2	SR 821/HEFT From Kendall Drive to SR 836	Add lanes and reconstruct. Widen HEFT from 6 to 8 lanes	Preliminary Engineering	\$20,305,000	2007	Not Mapped
TP4154871 4154871	Section A2 Page 3	SR 821/HEFT From North of Eureka Dr to North of SW 117 Ave	Add lanes and reconstruct. Widen HEFT from 8 to 12 lanes	Preliminary Engineering	\$4,341,000	2008	Not Mapped
TP4154881 4154881	Section A2 Page 3	SR 821/HEFT From SW 216 St to North of Eureka Dr	Add lanes and reconstruct. Widen HEFT from 6 to 8 lanes and from 8 to 10 lanes	Preliminary Engineering	\$2,923,000	2008	Not Mapped
PW0000148 0000148	Section A5 Page 75	SW 152 Avenue From US-1 to SW 312 Street	Widen to 4 lanes	Preliminary Engineering Preliminary Engineering Construction	\$500,000 \$500,000 \$11,800,000	2007-2008 2007-2010	Not Mapped
PW671605 671605	Section A5 Page 78	SW 328 Street From US-1 to SW 162 Avenue	Widen to 4 lanes	Preliminary Engineering Construction	\$370,000 \$6,630,000	Prior Funding Prior Funding	#8
PW671617 671617	Section A5 Page 79	SW 328 Street From SW 162 Avenue to SW 152 Avenue	Widen to 4 lanes	Construction	\$6,000,000	Prior Funding	#9
PW000515 000515	Section A5 Page 79	SW 328 Street From 152 Avenue to SW 137 Avenue	Widen to 4 lanes	Preliminary Engineering Construction	\$500,000 \$7,000,000	Prior Funding Prior Funding	Not Mapped
PW20050032 20050032	Section A7 Page 80	Card Sound Road From Monroe/Miami-Dade County Line to US-1	Improve existing 2 lanes Add wide shoulders	Construction	\$4,000,000	Underway	#10
PW20040343 20040343	Section A7 Page 14	SW 137 Avenue From US-1 to SW 200 Street	Two continuous lanes	Preliminary Engineering Construction	\$1,790,000 \$10,000,000	2007-2008 2009-2010	Not Mapped
PW20040344 20040344	Section A7 Page 15	SW 137 Avenue From HEFT to US-1	Widen from 2 lanes to 4 lanes	Preliminary Engineering Construction	\$745,000 \$8,125,000	2007-2008 2008-2010	Not Mapped
PW20040342 20040342	Section A7 Page 15	SW 312 Street From SW 187 Avenue to SW 177 Avenue	Widen to 5 lanes	Preliminary Engineering	\$443,000	2009-2010	#11
TA0000006 0000006	Section A11 Page 2 - TIP 2006	South Dade Metrorail Extension From Dadeland South Metro-rail Station to SW 220 St	Feasibility Study for 21 mile Metro-rail Extension	Planning	\$1,500,000	2007-2009	#12
TA0000037 0000037	Section A11 Page 2 - TIP 2006	South Dade Busway Extend the Busway Corridor to Florida City	Busway Extension	Construction Underway	\$85,480,000	Prior Funding	#13

Source: TIP 2007 - FY 2007-2011 Transportation Improvement Program, Metropolitan Planning Organization for the Miami Urbanized Area, adopted May 25, 2006.

Project Trip Assignment

The project traffic assignment to the surrounding study area roadways has been established pursuant to the Miami-Dade County Cardinal Distribution for Project Zone 1442 for Applications 13 and 14 and Project Zone 1436 for Application 15 (see **Figure 3A**), using the adjacent street roadway network and the land use characteristics in the vicinity of the project site. The cardinal distributions for both project zones have been obtained from the 2005 Cost Feasible Plan from the 2030 Long Range Transportation Plan. The attached **Figure 3B** identifies the cardinal distribution for Zone 1436, and the attached **Figure 3C** identifies the corresponding traffic assignment based upon the cardinal directions for Application 15. The attached **Figure 3D** identifies the cardinal distribution for Zone 1442, and the attached **Figure 3E** identifies the corresponding traffic assignment based upon the cardinal directions for Applications 13 and 14. The assignment and distribution of project traffic on the adjacent roadway network reflects the general project distribution characteristics identified below, based upon the Miami-Dade County cardinal distributions which are presented in **Figure 4A** for Applications 13 and 14 and **Figure 4B** for Application 15.

Applications 13 and 14:

• To and from the north northwest using SW 192 Ave and SW 304 and 296 Streets	2.20%
• To and from the north northeast using SW 192 and 187 Ave and SW 296, 304 and 312 Streets	18.60%
• To and from the east northeast using US-1 (14.04%), SW 328 St (4%) and the HEFT (27.07%)	45.11%
• To and from the east southeast using SW 344 Street (14%) and Card Sound Road (5.5%)	19.50%
• To and from the south southeast using US-1	9.62%
• <u>To and from the southwest using SW 192 Avenue</u>	<u>4.97%</u>
Total:	100.00%

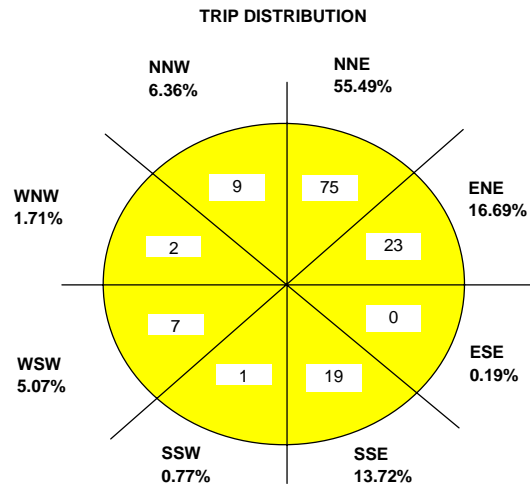
Applications 15:

• To and from the west northwest and north northwest using SW 192 Ave	8.07%
• To and from the north northeast using US-1 (26%), SW 296 and 312 Streets (12.49%)	38.49%
• To and from the east northeast using SW 344 St (10.69%), HEFT (21%) and SW 328 St (2%)	33.69%
• To and from the south southeast and east southeast using US-1 (9.62%) and Card Sound Rd (4.29%)	13.91%
• <u>To and from the west southwest and south southwest using SW 192 Avenue</u>	<u>5.84%</u>
Total:	100.00%

CARDINAL DISTRIBUTION

PROJECT: Application No. 15

TAZ #	1436	
Trips	135	PM Trips
NNE	55.49%	75
ENE	16.69%	23
ESE	0.19%	0
SSE	13.72%	19
SSW	0.77%	1
WSW	5.07%	7
WNW	1.71%	2
NNW	6.36%	9
	100.00%	135



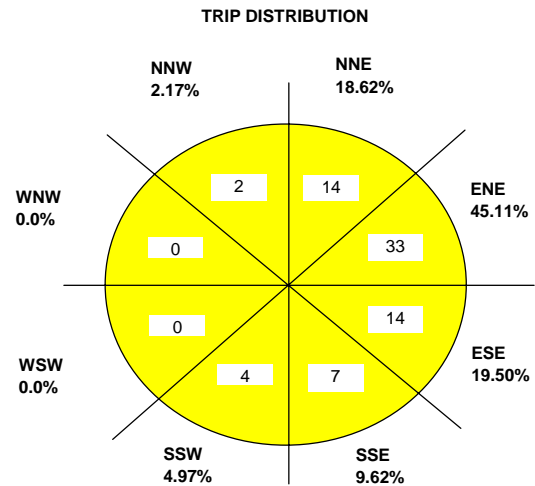
Source: *Miami-Dade Transportation Plan to the Year 2030 - Directional Trip Distribution Report*, January 2005, Miami-Dade Interim 2005 Cost Feasible Plan.

Figure 3C
Cardinal Distribution for TAZ 1436
CDMP Amendment Application Numbers 13, 14, 15
July 2006

CARDINAL DISTRIBUTION

PROJECT: Application No. 13

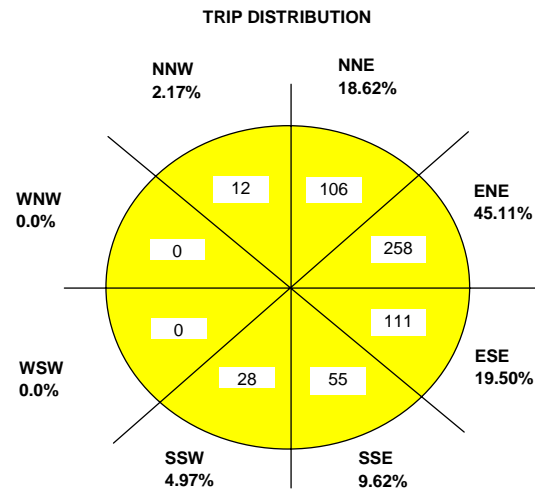
TAZ #	1442	
Trips	74	PM Trips
NNE	18.62%	14
ENE	45.11%	33
ESE	19.50%	14
SSE	9.62%	7
SSW	4.97%	4
WSW	0.00%	0
WNW	0.00%	0
NNW	2.17%	2
	99.99%	74



CARDINAL DISTRIBUTION

PROJECT: Application No. 14

TAZ #	1442	
Trips	571	PM Trips
NNE	18.62%	106
ENE	45.11%	258
ESE	19.50%	111
SSE	9.62%	55
SSW	4.97%	28
WSW	0.00%	0
WNW	0.00%	0
NNW	2.17%	12
	99.99%	571



Source: Miami-Dade Transportation Plan to the Year 2030 - Directional Trip Distribution Report, January 2005, Miami-Dade Interim 2005 Cost Feasible Plan.

Traffic Concurrency - Existing, Committed and Total Traffic Conditions along the Study Area Roadways

A traffic concurrency analysis has been prepared to examine the concurrency status of the surrounding roadways consistent with the Miami-Dade County traffic concurrency criteria and guidelines. Pursuant to the analysis performed herein using updated count data and supporting information from the Miami-Dade County Public Works Department, adequate capacity has been found to exist at the first directly accessed traffic count stations located adjacent to the project site. Eight (8) traffic count stations have been evaluated pursuant to the cardinal distributions for TAZ 1442 (for Applications 13 and 14) and TAZ 1436 (for Application 15), as presented in **Figure 5**. Each traffic count station has been determined to maintain adequate available capacity to accommodate the impacts of each of the proposed amendment sites individually (see **Tables 4A, 4B and 4C**) and cumulatively (see **Table 4D**). The addition of the 780 PM peak hour trips resulting from the 1,953 cumulative total dwelling units does not exceed the available roadway capacity assigned to each traffic count station consistent with the Miami-Dade County CDMP.

The traffic concurrency analysis prepared for each of the amendment sites reflects the information listed below.

- Updated year 2004 traffic counts have been obtained for each of the identified count stations. The 2004 state data is included in the enclosed **Attachment I**.
- The attached **Tables 4A, 4B, 4C and 4D** identify the updated Year 2004 peak season, peak hour period traffic data for each of the eight first directly accessed traffic count stations, and the unbuilt and approved development order trips for each count station pursuant to the 6-22-06 Miami-Dade County traffic concurrency database.
- The assignment of 100% of the proposed amendment trips is based upon the Miami-Dade County Cardinal Distribution for Project Zones 1442 (for Applications 13 and 14) and Project Zone 1436 (for Application 15) from the 2005 Cost Feasible Plan.
- The attached **Figure 5** identifies the location of each of the first directly accessed traffic count stations surrounding the amendment sites.
- Adopted level of service standards and the maximum service volumes used for each count station are provided by Miami-Dade County pursuant to the latest traffic concurrency database.
- The PM peak hour project trips resulting from the proposed land use designations are incorporated into the concurrency analysis assuming the impact is completely new, without gaining credit for the underlying approved land use.
 - Application 13 generates 74 PM peak hour trips for 128 dwelling units – see **Table 4A**
 - Application 14 generates 571 PM peak hour trips for 1,556 dwelling units – see **Table 4B**
 - Application 15 generates 135 PM peak hour trips for 269 dwelling units – see **Table 4C**
 - Applications 13, 14 and 15 generate 780 PM peak hour trips for 1,953 dwelling units – see **Table 4D**

The determination of available capacity and level of service for each of the first directly accessed traffic count stations is made after incorporating project traffic from the proposed amendment site. Pursuant to the Miami-Dade County Concurrency Management System, all study area traffic count stations on roadways adjacent to the project site were found to operate at acceptable levels of service during the PM peak hour, accounting for existing traffic, previously approved committed development traffic, plus the project traffic for each of the proposed amendment sites – individually and cumulatively. Available capacity and acceptable levels of service are maintained for the adjacent count stations and the study area roadway segments, meeting the traffic concurrency standards from the Miami-Dade County Comprehensive Development Master Plan.

TABLE 4A
CDMP AMENDMENT APPLICATION NUMBERS 13, 14, 15
TRAFFIC CONCURRENCY ANALYSIS - NUMBER 13

STATION NUMBER	DESCRIPTION	Existing Laneage	[1] Two Way Peak Hour Capacity	[2] 2004 PHP Volume	Count Date	Capacity Available after PHP Volume	[3] D.O.'s as of 6/22/2006	Capacity Available after D.O.'s	TAZ 1442 Cardinal Distribution	Cardinal Direction	Number 13 PM Peak Hour Project Trips 74	Total with Project	Capacity Available after Project	[4] Max Adopted LOS	Current LOS	Meets Adopted Standard Yes/No
First Directly Accessed Count Stations																
0084	SW 344 Street east of SW 187 Avenue	A 2	1,640	859	Sept. 2004	781	341	440	56.19%	ENE-ESE/SSE	42	1,242	398	D	C	Yes
9954	SW 328 Street East of US-1 to SW 167 Avenue	2 [5]	1,240	544	Apr. 2004	696	50	646	4.00%	ENE	3	597	643	EE	C	Yes
0544	South Dixie Highway North of Lucy Street	A 4	4,100	2,169	Jan. 2004	1,931	77	1,854	14.04%	ENE	10	2,256	1,844	EE	B	Yes
9948	SW 312 Street west of US-1 to SW 177 Avenue	A 4	4,580	1,899	Apr. 2004	2,681	68	2,613	10.40%	NNE	8	1,975	2,605	D	B	Yes
9942	SW 304 Street west of US-1 to SW 177 Avenue	2	1,850	1,116	Apr. 2004	734	189	545	3.20%	NNE	2	1,307	543	D	B	Yes
9936	SW 296 Street west of US-1 to SW 177 Avenue	2	2,040	634	Apr. 2004	1,406	148	1,258	5.00%	NNE	4	786	1,254	D	B	Yes
9938	SW 296 Street east of SW 197 Avenue	2	680	157	Sept. 2004	523	189	334	2.20%	NNW	2	348	332	D	B	Yes
0151	Ingram Highway east of Everglades National Park to SW 192 Avenue	2	1,530	252	Jan. 2004	1,278	2	1,276	4.97%	SSW	4	258	1,272	D	A	Yes
									100.00%		74					

Notes:

- [1] Maximum service volumes are obtained from the Miami-Dade County Concurrence Database dated June 22, 2006 unless otherwise noted.
- [2] Source for the 2004 Traffic Counts: Miami-Dade County Public Works Department and FDOT.
- [3] Source for the Approved D.O.'s: Miami-Dade County Public Works Department Concurrence Database dated June 22, 2006
- [4] EE = 120% of LOS E, Extraordinary Transit between Infill Area and the UDB.
- [5] Funded for construction to 4 lanes in TIP 2007 under Project Number PW671605.

Station	Day 1	Day 2	Day 3	Average PHP
0084	846	857	874	859
0544	2235	2144	2129	2169
0151	195	175	386	252

Counts reflect the average of the two consecutive highest peak hours.

TABLE 4B
CDMP AMENDMENT APPLICATION NUMBERS 13, 14, 15
TRAFFIC CONCURRENCY ANALYSIS - NUMBER 14

STATION NUMBER	DESCRIPTION	Existing Laneage	[1] Two Way Peak Hour Capacity	[2] 2004 PHP Volume	Count Date	Capacity Available after PHP Volume	[3] D.O.'s as of 6/22/2006	Capacity Available after D.O.'s	TAZ 1442 Cardinal Distribution	Cardinal Direction	Number 14 PM Peak Hour Project Trips 571	Total with Project	Capacity Available after Project	[4] Max Adopted LOS	Current LOS	Meets Adopted Standard Yes/No
0084	First Directly Accessed Count Stations															
	SW 344 Street east of SW 187 Avenue	A 2	1,640	859	Sept. 2004	781	341	440	56.19%	ENE-ESE-SSE	321	1,521	119	D	D	Yes
9954	SW 328 Street East of US-1 to SW 167 Avenue	2 [5]	1,240	544	Apr. 2004	696	50	646	4.00%	ENE	23	617	623	EE	C	Yes
0544	South Dixie Highway North of Lucy Street	A 4	4,100	2,169	Jan. 2004	1,931	77	1,854	14.04%	ENE	80	2,326	1,774	EE	B	Yes
9948	SW 312 Street west of US-1 to SW 177 Avenue	A 4	4,580	1,899	Apr. 2004	2,681	68	2,613	10.40%	NNE	59	2,026	2,554	D	B	Yes
9942	SW 304 Street west of US-1 to SW 177 Avenue	2	1,850	1,116	Apr. 2004	734	189	545	3.20%	NNE	18	1,323	527	D	B	Yes
9936	SW 296 Street west of US-1 to SW 177 Avenue	2	2,040	634	Apr. 2004	1,406	148	1,258	5.00%	NNE	29	811	1,229	D	B	Yes
9938	SW 296 Street east of SW 197 Avenue	2	680	157	Sept. 2004	523	189	334	2.20%	NW	13	359	321	D	B	Yes
0151	Ingram Highway east of Everglades National Park to SW 192 Avenue	2	1,530	252	Jan. 2004	1,278	2	1,276	4.97%	SSW	28	282	1,248	D	A	Yes
									100.00%		571					Yes

Notes:

- [1] Maximum service volumes are obtained from the Miami-Dade County Concurrence Database dated June 22, 2006 unless otherwise noted.
- [2] Source for the 2004 Traffic Counts: Miami-Dade County Public Works Department and FDOT.
- [3] Source for the Approved D.O.'s: Miami-Dade County Public Works Department Concurrence Database dated June 22, 2006.
- [4] EE = 120% of LOS E. Extraordinary Transit between Infill Area and the UDB.
- [5] Funded for construction to 4 lanes in TIP 2007 under Project Number PW671 605.

TABLE 4C
CDMP AMENDMENT APPLICATION NUMBERS 13, 14, 15
TRAFFIC CONCURRENCY ANALYSIS - NUMBER 15

STATION NUMBER	DESCRIPTION	Existing Laneage	[1] Two Way Peak Hour Capacity	[2] 2004 PHP Volume	Count Date	Capacity Available after PHP Volume	[3] D.O.'s as of 6/22/2006	Capacity Available after D.O.'s	TAZ 1436 Cardinal Distribution	Cardinal Direction	Number 15 PM Peak Hour Project Trips 135	Total with Project	Capacity Available after Project	[4] Max Adopted LOS	Current LOS	Meets Adopted Standard Yes/No
0084	First Directly Accessed Count Stations															
	SW 344 Street, east of SW 187 Avenue to US-1	A 2	1,640	859	Sept. 2004	781	341	440	45.60%	ENE-ESE-SSE	62	1,262	378	D	C	Yes
9954	SW 328 Street East of US-1 to SW 167 Avenue	2 [5]	1,240	544	Apr. 2004	696	50	646	2.00%	NNE	3	597	643	EE	C	Yes
0544	South Dixie Highway North of Lucy Street	A 4	4,100	2,169	Jan. 2004	1,931	77	1,854	26.00%	NNE	35	2,281	1,819	EE	B	Yes
9948	SW 312 Street west of US-1 to SW 177 Avenue	A 4	4,580	1,899	Apr. 2004	2,681	68	2,613	8.49%	NNE	11	1,978	2,602	D	B	Yes
9942	SW 304 Street west of US-1 to SW 177 Avenue	2	1,850	1,116	Apr. 2004	734	189	545	3.00%	NNE	4	1,309	541	D	B	Yes
9936	SW 296 Street west of US-1 to SW 177 Avenue	2	2,040	634	Apr. 2004	1,406	148	1,258	7.00%	NNE	9	791	1,249	D	B	Yes
9938	SW 296 Street east of SW 197 Avenue	2	680	157	Sept. 2004	523	189	334	2.07%	WNW+NNW	3	349	331	D	B	Yes
0151	Ingram Highway east of Everglades National Park to SW 192 Avenue	2	1,530	252	Jan. 2004	1,278	2	1,276	5.84%	WSW+SSW	8	262	1,268	D	A	Yes
									100.00%		135					Yes

Notes:

- [1] Maximum service volumes are obtained from the Miami-Dade County Concurrency Database dated June 22, 2006 unless otherwise noted.
- [2] Source for the 2004 Traffic Counts: Miami-Dade County Public Works Department and FDOT.
- [3] Source for the Approved D.O.'s: Miami-Dade County Public Works Department Concurrency Database dated June 22, 2006.
- [4] EE = 120% of LOS E. Extraordinary Transit between Infill Area and the UDB.
- [5] Funded for construction to 4 lanes in TIP 2007 under Project Number PW671 605.

TABLE 4D
CDMP AMENDMENT APPLICATION NUMBERS 13, 14, 15
TRAFFIC CONCURRENCY ANALYSIS - TOTAL IMPACT FROM 13, 14, 15

STATION NUMBER	DESCRIPTION	Existing Laneage	[1] Two Way Peak Hour Capacity	[2] 2004 PHP Volume	Count Date	Capacity Available after PHP Volume	[3] D.O.'s as of 6/22/2006	Capacity Available after D.O.'s	Number 13 PM Peak Hour Project Trips 74	Number 14 PM Peak Hour Project Trips 571	Number 15 PM Peak Hour Project Trips 135	Numbers 13, 14, 15 Total PM Peak Hour Project Trips	Total with Project	Capacity Available after Project	[4] Max Adopted LOS	Current LOS	Meets Adopted Standard Yes/No
0084	First Directly Accessed Count Stations																
	SW 344 Street, east of SW 187 Avenue to US-1	A 2	1,640	859	Sept. 2004	781	341	440	42	321	62	424	1,624	16	D	D	Yes
9954	SW 328 Street East of US-1 to SW 167 Avenue	2 [5]	1,240	544	Apr. 2004	696	50	646	3	23	3	29	623	618	EE	C	Yes
0544	South Dixie Highway North of Lucy Street	A 4	4,100	2,169	Jan. 2004	1,931	77	1,854	10	80	35	126	2,372	1,728	EE	B	Yes
9948	SW 312 Street west of US-1 to SW 177 Avenue	A 4	4,580	1,899	Apr. 2004	2,681	68	2,613	8	59	11	79	2,046	2,534	D	B	Yes
9942	SW 304 Street west of US-1 to SW 177 Avenue	2	1,850	1,116	Apr. 2004	734	189	545	2	18	4	25	1,330	520	D	B	Yes
9936	SW 296 Street west of US-1 to SW 177 Avenue	2	2,040	634	Apr. 2004	1,406	148	1,258	4	29	9	42	824	1,216	D	B	Yes
9938	SW 296 Street east of SW 197 Avenue	2	680	157	Sept. 2004	523	189	334	2	13	3	17	363	317	D	B	Yes
0151	Ingram Highway east of Everglades National Park to SW 192 Avenue	2	1,530	252	Jan. 2004	1,278	2	1,276	4	28	8	40	294	1,236	D	A	Yes
									74	571	135	780					

Notes:

- [1] Maximum service volumes are obtained from the Miami-Dade County Concurrence Database dated June 22, 2006 unless otherwise noted.
- [2] Source for the 2004 Traffic Counts: Miami-Dade County Public Works Department and FDOT.
- [3] Source for the Approved D.O.'s: Miami-Dade County Public Works Department Concurrence Database dated June 22, 2006.
- [4] EE = 120% of LOS E. Extraordinary Transit between Infill Area and the UDB.
- [5] Funded for construction to 4 lanes in TIP 2007 under Project Number PW671605.

Existing, Future Background and Total Traffic Conditions for the Year 2015 Ten Year Planning Period

Tables 5A, 5B, 5C, 5D, 5E and 5F have been provided to evaluate the adequacy of the roadway network to meet the adopted LOS standards through the ten year planning period. A year 2015 roadway network analysis has been provided, examining the traffic impact from each of the three amendment sites individually and cumulatively. The information contained within the Ten Year Planning Horizon Traffic Analysis is outlined below.

Part 1 - Existing Traffic Conditions

Table 5A provides the analysis of existing traffic conditions for the amendment study area and includes the following:

- The existing lane geometry for the roadways in the amendment study area;
- The functional classification for each of the roadways in the amendment study area;
- The municipal jurisdiction for each of the roadways in the amendment study area, primarily because the adjacent municipalities (Homestead and Florida City) specify adopted level of service standards in their respective comprehensive plans which differ from the underlying adopted level of service from the Miami-Dade County CDMP;
- The existing two-way PM peak hour traffic using current 2004 or 2005 traffic counts adjusted for peak season; and
- The existing level of service and the existing volume to capacity ratio.

Adopted level of service standards were found to be met under existing traffic conditions within the amendment study area.

Part 2 - Year 2015 Traffic Conditions without the Amendment Sites

Table 5B provides the analysis of future background Year 2015 traffic conditions for the amendment study area and includes the following:

- The existing two-way PM peak hour, peak season traffic;
- The historical growth rate for the arterial and collector roadways in the study area - grown to year 2015 using a rate of 1.01% per year (see the historical growth rate calculations in **Table 6A**);
- The historical growth rate for Florida's Turnpike - grown to year 2015 using a rate of 2.52% per year (see the historical growth rate calculations in **Table 6B**);
- The historical growth rates reflect half of the calculated rate based upon the separate layering of unbuilt committed development traffic into the future background traffic analysis;
- The assignment of unbuilt committed development traffic onto the roadway segments in the study area, based upon the location of approved and unbuilt projects; and
- The Year 2015 future background level of service (without the amendment sites) and the Year 2015 future background volume to capacity ratio.

Adopted level of service standards were found to be met under Year 2015 future background traffic conditions (without the amendment sites) within the amendment study area, for all roadway segments except for the 2 lane section of SW 177 Avenue from SW 328 Street to SW 312 Street, where the City of Homestead has chosen to keep a 2 lane divided cross section after improvements, rather than expand to a four lane section.

Part 3 - Year 2015 Traffic Conditions with the Amendment Sites

Tables 5C, 5D, 5E and 5F provide the Year 2015 ten year planning horizon traffic analyses under total traffic conditions with each of the proposed amendment sites (individually and cumulatively). Each table includes the following:

- The two-way PM peak hour future background traffic for the Year 2015;
- The Year 2015 level of service without the amendment sites;
- The assignment of the total amendment traffic to the surrounding study area roadways:
 - **Table 5C** – Application 13
 - **Table 5D** – Application 14
 - **Table 5E** – Application 15
 - **Table 5F** – Applications 13, 14 and 15 cumulatively
- The Year 2015 PM peak hour total traffic with the amendment site;
- The Year 2015 total traffic level of service analysis with the amendment site and the Year 2015 total traffic volume to capacity ratio.

Adopted level of service standards were found to be met under Year 2015 total traffic conditions with the amendment sites for all roadway segments except for the following:

- Under all Applications individually and cumulatively, the 2 lane section of SW 177 Avenue from SW 328 Street to SW 312 Street is not operating at acceptable levels of service, where the City of Homestead has chosen to keep a 2 lane divided cross section after improvements, rather than expand to a four lane section per Priority II of the LRTP. Each of the individual Applications 13, 14 and 15 have a traffic assignment to SW 177 Avenue which is less than 1% of the capacity of the roadway, thus falling below the significant thresholds as defined by FDOT in reference to new SB 360.
- The Year 2015 link analysis for Application 14 and the cumulative analysis for all three applications demonstrate the need to widen SW 344 Street from 2 to 4 lanes, from SW 192 Avenue to SW 182 Avenue. The current 4 lane section ends at SW 182 Avenue. A portion of the four lane section would be a subdivision improvement obligation for Application 15, however each of the three applications would benefit from an expansion of SW 344 Street to 4 lanes from SW 182 Avenue to SW 187 Avenue.

TABLE 5A
CDMP AMENDMENT APPLICATIONS 13, 14, 15
EXISTING TWO-WAY PM PEAK HOUR TRAFFIC CONDITIONS

ROADWAY SEGMENTS	EXISTING LANES	ROADWAY FUNCTIONAL CLASSIFICATION	MUNICIPAL JURISDICTION	COUNT SOURCE	COUNT DATE	FDOT PSCF	FDOT AXLE	ADOPTED LOS	TWO-WAY PEAK HOUR CAPACITY	EXISTING TWO-WAY PM PEAK HR VOLUMES	EXISTING TWO-WAY PM PEAK HR VOLUMES	AVERAGE TWO-WAY PM PEAK HR VOLUMES	EXISTING TWO-WAY PM PEAK HR PK SEASON	EXISTING LOS	EXISTING V/C
SW 312 STREET				[1]		[2]	[2]	[3]	[4]	Day 1	Day 2	Day 3	Average		
SW 187 Avenue to SW 177 Avenue	2LD	County Minor Arterial	Homestead	Traffic Study	3/23/2004	1.00	1.00	E	1,690	512			512	C	0.30
SW 177 Avenue to US-1	4LD	County Minor Arterial	Homestead	MD-9948	4/13/2004	1.01	1.00	E	3,390	2,026			2,046	B	0.60
US-1 to SW 167 Avenue	4LD	County Minor Arterial	Homestead	Traffic Study	3/23/2004	1.00	1.00	E	3,390	2,226			2,226	B	0.66
SW 320 STREET															
SW 192 Avenue to SW 187 Avenue	2LU	Collector	Homestead	Traffic Study	3/23/2004	1.00	1.00	E	1,480	527			527	C	0.36
SW 187 Avenue to SW 177 Avenue	2LU	Collector	Homestead	Traffic Study	3/23/2004	1.00	1.00	E	1,480	527			527	C	0.36
SW 328 STREET															
SW 192 Avenue to SW 187 Avenue	2LU	Collector	Homestead	Traffic Study	4/15/2004	1.00	1.00	E	1,480	819			819	C	0.55
SW 177 Avenue to SW 177 Avenue	2LU	Collector	Homestead	Traffic Study	3/24/2004	1.01	1.00	E	1,480	819			827	C	0.56
SW 177 Avenue to US-1	4LD	Collector	Homestead	Traffic Study	3/23/2004	1.01	1.00	E	3,120	1,026			1,036	C	0.33
US-1 to SW 167 Avenue	2LU	Collector	Homestead	MD-9954	4/15/2004	1.01	1.00	E	1,480	603			609	C	0.41
SW 344 STREET															
SW 197 Avenue to SW 192 Avenue	2LU	Collector	Miami-Dade	FDOT-0084	9/13-15/04	1.03	1.00	D	1,390	814	774	869	844	C	0.61
SW 192 Avenue to SW 187 Avenue	2LU	State Minor Arterial	Florida City	FDOT-0084	9/13-15/04	1.03	1.00	C	1,310	814	774	869	844	C	0.64
SW 187 Avenue to SW 182 Avenue	2LU	State Minor Arterial	Florida City	FDOT-0084	9/13-15/04	1.03	1.00	C	1,310	814	774	869	844	C	0.64
SW 182 Avenue to SW 177 Avenue	4LD	State Minor Arterial	Florida City	FDOT-0084	9/13-15/04	1.03	1.00	C	3,300	814	774	869	844	B	0.26
SW 177 Avenue to US-1	4LD	State Minor Arterial	Florida City	FDOT-2548	1/20-22/04	1.01	1.00	C	3,300	1,623	1,599	1,601	1,624	B	0.49
US-1 to SW 167 Avenue	4LD	Collector	Florida City	Traffic Study	3/2/2004	1.00	1.00	C	2,030	1,208			1,208	C	0.60
SW 192 AVENUE															
SW 320 Street to SW 328 Street	2LU	Collector	Miami-Dade	FDOT-0151	1/20-22/04	1.01	1.00	D	1,390	194	187	397	262	C	0.19
SW 328 Street to SW 336 Street	2LU	Collector	Florida City	FDOT-0151	1/20-22/04	1.01	1.00	C	870	194	187	397	262	C	0.30
SW 336 Street to SW 344 Street	2LU	Collector	Florida City	FDOT-0151	1/20-22/04	1.01	1.00	C	870	194	187	397	262	C	0.30
SW 344 Street to SW 360 Street	2LU	State Principal Arterial	Miami-Dade	FDOT-0151	1/20-22/04	1.01	1.00	D	1,560	194	187	397	262	B	0.17
SW 187 AVENUE															
SW 296 Street to SW 304 Street	2LU	County Minor Arterial	Homestead	Traffic Study	3/3/2004	1.00	1.00	E	1,610	752			752	C	0.47
SW 304 Street to SW 312 Street	2LU	County Minor Arterial	Homestead	Traffic Study	3/3/2004	1.00	1.00	E	1,610	752			752	C	0.47
SW 312 Street to SW 320 Street	2LU	County Minor Arterial	Homestead	Traffic Study	3/3/2004	1.00	1.00	E	1,610	752			752	C	0.47
SW 320 Street to SW 328 Street	2LU	County Minor Arterial	Homestead	Traffic Study	3/3/2004	1.00	1.00	E	1,610	661			661	C	0.41
SW 328 Street to SW 344 Street	2LU	County Minor Arterial	Florida City	Traffic Study	3/3/2004	1.00	1.00	C	1,310	807			807	C	0.62
SW 344 Street to SW 352 Street	2LU	Collector	Florida City	Traffic Study	3/3/2004	1.00	1.00	C	870	246			246	C	0.28
SW 182 AVENUE															
SW 312 Street to SW 320 Street	2LU	Local Road	Homestead	Traffic Study	3/3/2004	1.00	1.00	E	1,480	413			413	C	0.28
SW 320 Street to SW 328 Street	2LU	Local Road	Homestead	Traffic Study	3/3/2004	1.00	1.00	E	1,480	461			461	C	0.31
SW 328 Street to SW 344 Street	2LU	Local Road	Florida City	Traffic Study	3/3/2004	1.00	1.00	C	870	343			343	C	0.39
SW 177 AVENUE															
SW 296 Street to SW 304 Street	2LU	State Principal Arterial	Homestead	FDOT-0043	1/20-22/04	1.01	0.91	D	1,560	1,308	1,295	1,322	1,202	C	0.77
SW 304 Street to SW 312 Street	2LU	State Principal Arterial	Homestead	FDOT-0043	1/20-22/04	1.01	0.91	D	1,560	1,308	1,295	1,322	1,202	C	0.77
SW 312 Street to SW 320 Street	2LU	State Principal Arterial	Homestead	FDOT-5017	1/20-22/04	1.01	0.91	D	1,560	1,670	1,495	1,529	1,438	D	0.92
SW 320 Street to SW 328 Street	2LU	State Principal Arterial	Homestead	FDOT-5017	1/20-22/04	1.01	0.91	D	1,560	1,670	1,495	1,529	1,438	D	0.92
SW 328 Street to SW 336 Street	2LU	State Principal Arterial	Florida City	FDOT-0131	1/20-22/04	1.01	0.91	C	1,310	792	724	778	703	C	0.54
SW 336 Street to SW 344 Street	2LU	State Principal Arterial	Florida City	FDOT-0131	1/20-22/04	1.01	0.91	C	1,310	792	724	778	703	C	0.54
SW 344 Street to SW 352 Street	2LU	State Principal Arterial	Florida City	FDOT-0518	1/20-22/04	1.01	0.91	C	1,310	397	343	440	362	B	0.28
SW 352 Street to US-1	2LU	State Principal Arterial	Miami-Dade	FDOT-0518	1/20-22/04	1.01	0.91	D	1,560	397	343	440	362	B	0.23

TABLE 5A
CDMP AMENDMENT APPLICATIONS 13, 14, 15
EXISTING TWO-WAY PM PEAK HOUR TRAFFIC CONDITIONS

ROADWAY SEGMENTS	EXISTING LANES	ROADWAY FUNCTIONAL CLASSIFICATION	MUNICIPAL JURISDICTION	COUNT SOURCE	COUNT DATE	FDOT PSCF	FDOT AXLE	ADOPTED LOS	TWO-WAY PEAK HOUR CAPACITY	EXISTING TWO-WAY PM PEAK HR VOLUMES	EXISTING TWO-WAY PM PEAK HR VOLUMES	AVERAGE TWO-WAY PM PEAK HR VOLUMES	EXISTING TWO-WAY PM PEAK SEASON	EXISTING LOS	EXISTING V/C
SW 167 AVENUE US-1 to SW 312 Street SW 312 Street to SW 320 Street SW 320 Street to SW 328 Street SW 328 Street to SW 344 Street	2LU	Collector	Homestead	City Count	5/11/2005	1.01	1.00	E	1,480	571			577	C	0.39
	2LU	Collector	Homestead	Traffic Study	4/14/2004	1.01	1.00	E	1,480	505			510	C	0.34
	2LU	Collector	Homestead	Traffic Study	3/23/2004	1.00	1.00	E	1,480	550			550	C	0.37
	2LU	Collector	Homestead	Traffic Study	3/3/2004	1.00	1.00	E	1,480	591			591	C	0.40
US-1 SW 296 Street to SW 304 Street SW 304 Street to SW 312 Street SW 312 Street to SW 320 Street SW 320 Street to SW 328 Street SW 328 Street to SW 336 Street SW 336 Street to SW 344 Street SW 344 Street to SW 177 Avenue SW 177 Avenue to Card Sound Road	4LD	State Principal Arterial	Miami-Dade	FDOT-0545	1/20-22/04	1.01	0.95	EE	4,068	2,280	2,303	2,298	2,205	B	0.54
	4LD	State Principal Arterial	Homestead	FDOT-0545	1/20-22/04	1.01	0.95	EE	4,068	2,280	2,303	2,298	2,205	B	0.54
	4LD	State Principal Arterial	Homestead	FDOT-0545	1/20-22/04	1.01	0.95	EE	4,068	2,280	2,303	2,298	2,205	B	0.54
	4LD	State Principal Arterial	Homestead	FDOT-0544	1/20-22/04	1.01	0.95	EE	4,068	2,292	2,251	2,248	2,157	B	0.53
	4LD	State Principal Arterial	Florida City	FDOT-0544	1/20-22/04	1.01	0.95	C	3,300	2,292	2,251	2,248	2,157	B	0.65
	4LD	State Principal Arterial	Florida City	FDOT-0544	1/20-22/04	1.01	0.95	C	3,300	2,292	2,251	2,248	2,157	B	0.65
	4LD	State Principal Arterial	Florida City	FDOT-0543	1/20-22/04	1.01	0.95	C	3,300	1,823	1,889	1,876	1,800	B	0.55
	4LD	State Principal Arterial	Miami-Dade	FDOT-0543	1/20-22/04	1.01	0.95	EE	4,068	1,823	1,889	1,876	1,800	B	0.44
CARD SOUND ROAD US-1 to SW 360 Street SW 360 Street to the South	2LU	State Principal Arterial	Florida City	Traffic Study	3/3/2004	1.00	1.00	C	1,310	491			491	C	0.37
	2LU	State Principal Arterial	Florida City	Traffic Study	3/3/2004	1.00	1.00	C	1,310	441			441	C	0.34
HEFT SW 312 Street to US-1	4LEXPY	State Principal Arterial	FDOT	FDOT-2262	2005 AADT	1.00	1.00	D	6,510	[5]			2,950	B	0.45

Notes:

- [1] The traffic count data used in the analysis was obtained from FDOT, Miami-Dade County, the City of Homestead, other area-wide studies.
- [2] The existing counts have been adjusted for peak season using the FDOT PSCF and the FDOT Axle Factors.
- [3] The adopted LOS standards are consistent with the City and County Comprehensive Plans.
- [4] The two-way peak hour roadway capacities are obtained from the 2002 FDOT Quality/LOS Handbook.
- [5] The HEFT PM peak hour counts are derived from applying a K factor of 0.098 to the 2005 AADT.

TABLE 5B
CDMP AMENDMENT APPLICATIONS 13, 14, 15
YEAR 2015 TWO-WAY PM PEAK HOUR BACKGROUND TRAFFIC CONDITIONS

ROADWAY SEGMENTS	2015 LANES	ADOPTED LOS	TWO-WAY PEAK HOUR CAPACITY	EXISTING TWO-WAY PM PEAK HOUR PK SEASON	HISTORICAL GROWTH RATE	2015 TWO-WAY PM PEAK HOUR PK SEASON	ESTIMATED COMMITTED PROJECT TRAFFIC	2015 TWO-WAY PM PEAK HOUR W/O PROJECT	FUTURE WITHOUT PROJECT LOS	FUTURE WITHOUT PROJECT V/C
SW 312 STREET	[1]	[2]	[3]		[4]					
SW 187 Avenue to SW 177 Avenue	2LD	E	1,690	512	1.01%	572	400	972	C	0.58
SW 177 Avenue to US-1	4LD	E	3,390	2,046	1.01%	2,285	500	2,785	C	0.82
US-1 to SW 167 Avenue	4LD	E	3,390	2,226	1.01%	2,486	600	3,086	C	0.91
SW 320 STREET										
SW 192 Avenue to SW 187 Avenue	2LU	E	1,480	527	1.01%	589	100	689	C	0.47
SW 187 Avenue to SW 177 Avenue	2LU	E	1,480	527	1.01%	589	100	689	C	0.47
SW 328 STREET										
SW 192 Avenue to SW 187 Avenue	2LU	E	1,480	819	1.01%	915	100	1,015	D	0.69
SW 187 Avenue to SW 177 Avenue	2LU	E	1,480	827	1.01%	924	100	1,024	D	0.69
SW 177 Avenue to US-1	4LD	E	3,120	1,036	1.01%	1,157	200	1,357	C	0.44
US-1 to SW 167 Avenue	4LD	E	3,120	609	1.01%	680	300	980	C	0.31
SW 344 STREET										
SW 197 Avenue to SW 192 Avenue	2LU	D	1,390	844	1.01%	942	100	1,042	D	0.75
SW 192 Avenue to SW 187 Avenue	2LU	C	1,310	844	1.01%	942	100	1,042	C	0.80
SW 187 Avenue to SW 182 Avenue	2LU	C	1,310	844	1.01%	942	100	1,042	C	0.80
SW 182 Avenue to SW 177 Avenue	4LD	C	3,300	844	1.01%	942	100	1,042	B	0.32
SW 177 Avenue to US-1	4LD	C	3,300	1,624	1.01%	1,814	200	2,014	B	0.61
US-1 to SW 167 Avenue	4LD	C	2,030	1,208	1.01%	1,349	400	1,749	C	0.86
SW 192 AVENUE										
SW 320 Street to SW 328 Street	2LU	D	1,390	262	1.01%	293	100	393	C	0.28
SW 328 Street to SW 336 Street	2LU	C	870	262	1.01%	293	100	393	C	0.45
SW 336 Street to SW 344 Street	2LU	C	870	262	1.01%	293	100	393	C	0.45
SW 344 Street to SW 360 Street	2LU	D	1,560	262	1.01%	293	100	393	B	0.25
SW 187 AVENUE										
SW 296 Street to SW 304 Street	2LU	E	1,610	752	1.01%	840	100	940	C	0.58
SW 304 Street to SW 312 Street	2LU	E	1,610	752	1.01%	840	100	940	C	0.58
SW 312 Street to SW 320 Street	2LU	E	1,610	752	1.01%	840	100	940	C	0.58
SW 320 Street to SW 328 Street	2LU	E	1,610	661	1.01%	738	100	838	C	0.52
SW 328 Street to SW 344 Street	2LU	C	1,310	807	1.01%	901	100	1,001	C	0.76
SW 344 Street to SW 352 Street	2LU	C	870	246	1.01%	275	100	375	C	0.43
SW 182 AVENUE										
SW 312 Street to SW 320 Street	2LU	E	1,480	413	1.01%	461	100	561	C	0.38
SW 320 Street to SW 328 Street	2LU	E	1,480	461	1.01%	515	100	615	C	0.42
SW 328 Street to SW 344 Street	2LU	C	870	343	1.01%	383	100	483	C	0.56

TABLE 5B
CDMP AMENDMENT APPLICATIONS 13, 14, 15
YEAR 2015 TWO-WAY PM PEAK HOUR BACKGROUND TRAFFIC CONDITIONS

ROADWAY SEGMENTS	2015 LANES	ADOPTED LOS	TWO-WAY PEAK HOUR CAPACITY	EXISTING TWO-WAY PM PEAK HOUR PK SEASON	HISTORICAL GROWTH RATE	2015 TWO-WAY PM PEAK HOUR PK SEASON	ESTIMATED COMMITTED PROJECT TRAFFIC	2015 TWO-WAY PM PEAK HR W/O PROJECT	FUTURE WITHOUT PROJECT LOS	FUTURE WITHOUT PROJECT V/C
SW 177 AVENUE										
SW 296 Street to SW 304 Street	2LD	D	1,638	1,202	1.01%	1,343	100	1,443	D	0.88
SW 304 Street to SW 312 Street	2LD	D	1,638	1,202	1.01%	1,343	100	1,443	D	0.88
SW 312 Street to SW 320 Street	2LD	D	1,638	1,438	1.01%	1,606	100	1,706	F	1.04
SW 320 Street to SW 328 Street	2LD	D	1,638	1,438	1.01%	1,606	100	1,706	F	1.04
SW 328 Street to SW 336 Street	4LD	C	3,300	703	1.01%	785	100	885	B	0.27
SW 336 Street to SW 344 Street	4LD	C	3,300	703	1.01%	785	100	885	B	0.27
SW 344 Street to SW 352 Street	4LD	C	3,300	362	1.01%	404	100	504	B	0.15
SW 352 Street to US-1	4LD	D	3,390	362	1.01%	404	100	504	B	0.15
SW 167 AVENUE										
US-1 to SW 312 Street	2LU	E	1,480	577	1.01%	638	200	838	C	0.57
SW 312 Street to SW 320 Street	2LU	E	1,480	510	1.01%	570	200	770	C	0.52
SW 320 Street to SW 328 Street	2LU	E	1,480	550	1.01%	614	200	814	C	0.55
SW 328 Street to SW 344 Street	2LU	E	1,480	591	1.01%	660	200	860	C	0.58
US-1										
SW 296 Street to SW 304 Street	4LD	EE	4,068	2,205	1.01%	2,463	500	2,963	C	0.73
SW 304 Street to SW 312 Street	4LD	EE	4,068	2,205	1.01%	2,463	500	2,963	C	0.73
SW 312 Street to SW 320 Street	4LD	EE	4,068	2,205	1.01%	2,463	500	2,963	C	0.73
SW 320 Street to SW 328 Street	4LD	EE	4,068	2,157	1.01%	2,409	500	2,909	C	0.72
SW 328 Street to SW 336 Street	4LD	C	3,300	2,157	1.01%	2,409	500	2,909	C	0.88
SW 336 Street to SW 344 Street	4LD	C	3,300	2,157	1.01%	2,409	500	2,909	C	0.88
SW 344 Street to SW 177 Avenue	4LD	C	3,300	1,800	1.01%	2,011	500	2,511	B	0.76
SW 177 Avenue to Card Sound Road	4LD	EE	4,068	1,800	1.01%	2,011	200	2,211	B	0.54
CARD SOUND ROAD										
US-1 to SW 360 Street	2LU	C	1,310	491	1.01%	548	200	748	C	0.57
SW 360 Street to the South	2LU	C	1,310	441	1.01%	493	200	693	C	0.53
HEFT										
SW 312 Street to US-1	4LEXPY	D	6,510	2,950	2.52%	3,879	2,000	5,879	D	0.90

Notes:

- [1] The widening of SW 328 Street to 4 lanes is funded in TIP 2007, PW671605, Section A5, page 78.
The widening of SW 177 Avenue to 4 lanes from US-1 to SW 328 Street is funded in TIP 2007, DT4055753, Section A1, page 34.
SW 177 Avenue from SW 328 Street to SW 296 Street will be reconstructed as a 2LD roadway with turn lanes at intersections.
- [2] The adopted LOS standards are consistent with the City and County Comprehensive Plans.
- [3] The two-way peak hour roadway capacities are obtained from the 2002 FDOT Quality/LOS Handbook.
- [4] See the Historical Growth Rate calculations provided in Tables 6A and 6B.

TABLE 5C - APPLICATION 13
CDMP AMENDMENT APPLICATIONS 13, 14, 15
YEAR 2015 TWO-WAY PM PEAK HOUR TOTAL TRAFFIC CONDITIONS

ROADWAY SEGMENTS	2015 LANES	ADOPTED LOS	TWO-WAY PEAK HOUR CAPACITY	2015 TWO-WAY PM PEAK HR W/O PROJECT	FUTURE WITHOUT PROJECT LOS	Application 13		2015 TWO-WAY PM PEAK HR with Project	FUTURE WITH PROJECT LOS	FUTURE WITH PROJECT V/C
						Project Distribution Percent	Net External Trips 74			
SW 312 STREET	[1]	[2]	[3]							
SW 187 Avenue to SW 177 Avenue	2LD	E	1,690	972	C	6.20%	5	976	C	0.58
SW 177 Avenue to US-1	4LD	E	3,390	2,785	C	10.40%	8	2,793	C	0.82
US-1 to SW 167 Avenue	4LD	E	3,390	3,086	C	10.40%	8	3,094	C	0.91
SW 320 STREET	2LU	E	1,480	689	C	20.80%	15	704	C	0.48
SW 192 Avenue to SW 187 Avenue	2LU	E	1,480	689	C	10.40%	8	696	C	0.47
SW 328 STREET	2LU	E	1,480	1,015	D	6.04%	4	1,019	D	0.69
SW 192 Avenue to SW 187 Avenue	2LU	E	1,480	1,024	D	8.04%	6	1,030	D	0.70
SW 187 Avenue to SW 177 Avenue	4LD	E	3,120	1,357	C	4.00%	3	1,360	C	0.44
US-1 to SW 167 Avenue [3]	4LD	E	3,120	980	C	4.00%	3	983	C	0.32
SW 344 STREET	2LU	D	1,390	1,042	D	56.19%	42	1,084	D	0.78
SW 197 Avenue to SW 192 Avenue	2LU	C	1,310	1,042	C	74.23%	55	1,097	C	0.84
SW 192 Avenue to SW 187 Avenue	2LU	C	1,310	1,042	C	56.19%	42	1,084	C	0.83
SW 187 Avenue to SW 182 Avenue	4LD	C	3,300	1,042	B	56.19%	42	1,084	B	0.33
SW 182 Avenue to SW 177 Avenue	4LD	C	3,300	2,014	B	46.57%	34	2,048	B	0.62
US-1 to SW 167 Avenue	4LD	C	2,030	1,749	C	14.00%	10	1,760	C	0.87
SW 192 AVENUE	2LU	D	1,390	393	C	20.80%	15	408	C	0.29
SW 320 Street to SW 328 Street	2LU	C	870	393	C	20.80%	15	408	C	0.47
SW 328 Street to SW 336 Street	2LU	C	870	393	C	20.80%	15	408	C	0.47
SW 336 Street to SW 344 Street	2LU	D	1,560	393	B	4.97%	4	396	B	0.25
SW 344 Street to SW 360 Street										
SW 187 AVENUE	2LU	E	1,610	940	C	2.20%	2	942	C	0.58
SW 296 Street to SW 304 Street	2LU	E	1,610	940	C	4.20%	3	943	C	0.59
SW 304 Street to SW 312 Street	2LU	E	1,610	940	C	10.40%	8	948	C	0.59
SW 312 Street to SW 320 Street	2LU	E	1,610	838	C	6.04%	4	843	C	0.52
SW 320 Street to SW 328 Street	2LU	C	1,310	1,001	C	18.40%	14	1,015	C	0.77
SW 328 Street to SW 344 Street	2LU	C	870	375	C	2.40%	2	377	C	0.43
SW 344 Street to SW 352 Street										
SW 182 AVENUE	2LU	E	1,480	561	C	8.40%	6	567	C	0.38
SW 312 Street to SW 320 Street	2LU	E	1,480	615	C	8.40%	6	621	C	0.42
SW 320 Street to SW 328 Street	2LU	C	870	483	C	2.00%	1	485	C	0.56
SW 328 Street to SW 344 Street										

TABLE 5C - APPLICATION 13
CDMP AMENDMENT APPLICATIONS 13, 14, 15
YEAR 2015 TWO-WAY PM PEAK HOUR TOTAL TRAFFIC CONDITIONS

ROADWAY SEGMENTS	2015 LANES	ADOPTED LOS	TWO-WAY PEAK HOUR CAPACITY	2015 TWO-WAY PM PEAK HR W/O PROJECT	FUTURE WITHOUT PROJECT LOS	Application 13		2015 TWO-WAY PM PEAK HR with Project	FUTURE WITH PROJECT LOS	FUTURE WITH PROJECT V/C
						Project Distribution Percent	Net External Trips 74			
SW 177 AVENUE										
SW 296 Street to SW 304 Street	2LD	D	1,638	1,443	D	2.00%	1	1,445	D	0.88
SW 304 Street to SW 312 Street	2LD	D	1,638	1,443	D	2.00%	1	1,445	D	0.88
SW 312 Street to SW 320 Street	2LD	D	1,638	1,706	F	2.00%	1	1,708	F	1.04
SW 320 Street to SW 328 Street	2LD	D	1,638	1,706	F	2.00%	1	1,708	F	1.04
SW 328 Street to SW 336 Street	4LD	C	3,300	885	B	2.00%	1	886	B	0.27
SW 336 Street to SW 344 Street	4LD	C	3,300	885	B	2.00%	1	886	B	0.27
SW 344 Street to SW 352 Street	4LD	C	3,300	504	B	9.62%	7	511	B	0.15
SW 352 Street to US-1	4LD	D	3,390	504	B	9.62%	7	511	B	0.15
SW 167 AVENUE										
US-1 to SW 312 Street	2LU	E	1,480	838	C	4.00%	3	841	C	0.57
SW 312 Street to SW 320 Street	2LU	E	1,480	770	C	4.00%	3	773	C	0.52
SW 320 Street to SW 328 Street	2LU	E	1,480	814	C	4.00%	3	817	C	0.55
SW 328 Street to SW 344 Street	2LU	E	1,480	860	C	4.00%	3	863	C	0.58
US-1										
SW 296 Street to SW 304 Street	4LD	EE	4,068	2,963	C	14.04%	10	2,973	C	0.73
SW 304 Street to SW 312 Street	4LD	EE	4,068	2,963	C	14.04%	10	2,973	C	0.73
SW 312 Street to SW 320 Street	4LD	EE	4,068	2,963	C	14.04%	10	2,973	C	0.73
SW 320 Street to SW 328 Street	4LD	EE	4,068	2,909	C	14.04%	10	2,919	C	0.72
SW 328 Street to SW 336 Street	4LD	C	3,300	2,909	C	8.00%	6	2,915	C	0.88
SW 336 Street to SW 344 Street	4LD	C	3,300	2,909	C	35.07%	26	2,935	C	0.89
SW 344 Street to SW 177 Avenue	4LD	C	3,300	2,511	B	5.50%	4	2,515	B	0.76
SW 177 Avenue to Card Sound Road	4LD	EE	4,068	2,211	B	9.62%	7	2,218	B	0.55
CARD SOUND ROAD										
US-1 to SW 360 Street	2LU	C	1,310	748	C	5.50%	4	752	C	0.57
SW 360 Street to the South	2LU	C	1,310	693	C	5.50%	4	697	C	0.53
HEFT										
SW 312 Street to US-1	4LEXPY	D	6,510	5,879	D	27.07%	20	5,899	D	0.91

Notes:

- [1] The widening of SW 328 Street to 4 lanes is funded in TIP 2007, PW671605, Section A5, page 78.
The widening of SW 177 Avenue to 4 lanes from US-1 to SW 328 Street is funded in TIP 2007, DT4055753, Section A1, page 34.
- [2] SW 177 Avenue from SW 328 Street to SW 296 Street will be reconstructed as a 2LD roadway with turn lanes at intersections.
The adopted LOS standards are consistent with the City and County Comprehensive Plans.
- [3] The two-way peak hour roadway capacities are obtained from the 2002 FDOT Quality/LOS Handbook.

TABLE 5D - APPLICATION 14
CDMP AMENDMENT APPLICATIONS 13, 14, 15
YEAR 2015 TWO-WAY PM PEAK HOUR TOTAL TRAFFIC CONDITIONS

ROADWAY SEGMENTS	2015 LANES	ADOPTED LOS	TWO-WAY PEAK HOUR CAPACITY	2015 TWO-WAY PM PEAK HR W/O PROJECT	FUTURE WITHOUT PROJECT LOS	Application 14			2015 TWO-WAY PM PEAK HR with Project	FUTURE WITH PROJECT LOS	FUTURE WITH PROJECT V/C
						Project Distribution Percent	Net External Trips	571			
SW 312 STREET	[1]	[2]	[3]								
SW 187 Avenue to SW 177 Avenue	2LD	E	1,690	972	C	6.20%	35	35	1,007	C	0.60
SW 177 Avenue to US-1	4LD	E	3,390	2,785	C	10.40%	59	59	2,845	C	0.84
US-1 to SW 167 Avenue	4LD	E	3,390	3,086	C	10.40%	59	59	3,146	C	0.93
SW 320 STREET											
SW 192 Avenue to SW 187 Avenue	2LU	E	1,480	689	C	20.80%	119	119	807	C	0.55
SW 187 Avenue to SW 177 Avenue	2LU	E	1,480	689	C	10.40%	59	59	748	C	0.51
SW 328 STREET											
SW 192 Avenue to SW 187 Avenue	2LU	E	1,480	1,015	D	6.04%	34	34	1,049	D	0.71
SW 187 Avenue to SW 177 Avenue	2LU	E	1,480	1,024	D	8.04%	46	46	1,070	D	0.72
SW 177 Avenue to US-1	4LD	E	3,120	1,357	C	4.00%	23	23	1,380	C	0.44
US-1 to SW 167 Avenue [3]	4LD	E	3,120	980	C	4.00%	23	23	1,003	C	0.32
SW 344 STREET											
SW 197 Avenue to SW 192 Avenue	2LU	D	1,390	1,042	D	56.19%	321	321	1,363	D	0.98
SW 192 Avenue to SW 187 Avenue	2LU	C	1,310	1,042	C	74.23%	424	424	1,466	D	1.12
SW 187 Avenue to SW 182 Avenue	2LU	C	1,310	1,042	C	56.19%	321	321	1,363	D	1.04
SW 182 Avenue to SW 177 Avenue	4LD	C	3,300	1,042	B	56.19%	321	321	1,363	B	0.41
SW 177 Avenue to US-1	4LD	C	3,300	2,014	B	46.57%	266	266	2,279	B	0.69
US-1 to SW 167 Avenue	4LD	C	2,030	1,749	C	14.00%	80	80	1,829	C	0.90
SW 192 AVENUE											
SW 320 Street to SW 328 Street	2LU	D	1,390	393	C	20.80%	119	119	511	C	0.37
SW 328 Street to SW 336 Street	2LU	C	870	393	C	20.80%	119	119	511	C	0.59
SW 336 Street to SW 344 Street	2LU	C	870	393	C	20.80%	119	119	511	C	0.59
SW 344 Street to SW 360 Street	2LU	D	1,560	393	B	4.97%	28	28	421	C	0.27
SW 187 AVENUE											
SW 296 Street to SW 304 Street	2LU	E	1,610	940	C	2.20%	13	13	952	C	0.59
SW 304 Street to SW 312 Street	2LU	E	1,610	940	C	4.20%	24	24	964	C	0.60
SW 312 Street to SW 320 Street	2LU	E	1,610	940	C	10.40%	59	59	999	C	0.62
SW 320 Street to SW 328 Street	2LU	E	1,610	838	C	6.04%	34	34	873	C	0.54
SW 328 Street to SW 344 Street	2LU	C	1,310	1,001	C	18.40%	105	105	1,106	C	0.84
SW 344 Street to SW 352 Street	2LU	C	870	375	C	2.40%	14	14	388	C	0.45
SW 182 AVENUE											
SW 312 Street to SW 320 Street	2LU	E	1,480	561	C	8.40%	48	48	609	C	0.41
SW 320 Street to SW 328 Street	2LU	E	1,480	615	C	8.40%	48	48	663	C	0.45
SW 328 Street to SW 344 Street	2LU	C	870	483	C	2.00%	11	11	495	C	0.57

TABLE 5D - APPLICATION 14
CDMP AMENDMENT APPLICATIONS 13, 14, 15
YEAR 2015 TWO-WAY PM PEAK HOUR TOTAL TRAFFIC CONDITIONS

ROADWAY SEGMENTS	2015 LANES	ADOPTED LOS	TWO-WAY PEAK HOUR CAPACITY	2015 TWO-WAY PM PEAK HOUR W/O PROJECT	FUTURE WITHOUT PROJECT LOS	Application 14		2015 TWO-WAY PM PEAK HOUR with Project	FUTURE WITH PROJECT LOS	FUTURE WITH PROJECT V/C
						Project Distribution Percent	Net External Trips 571			
SW 177 AVENUE										
SW 296 Street to SW 304 Street	2LD	D	1,638	1,443	D	2.00%	11	1,454	D	0.89
SW 304 Street to SW 312 Street	2LD	D	1,638	1,443	D	2.00%	11	1,454	D	0.89
SW 312 Street to SW 320 Street	2LD	D	1,638	1,706	F	2.00%	11	1,718	F	1.05
SW 320 Street to SW 328 Street	2LD	D	1,638	1,706	F	2.00%	11	1,718	F	1.05
SW 328 Street to SW 336 Street	4LD	C	3,300	885	B	2.00%	11	896	B	0.27
SW 336 Street to SW 344 Street	4LD	C	3,300	885	B	2.00%	11	896	B	0.27
SW 344 Street to SW 352 Street	4LD	C	3,300	504	B	9.62%	55	559	B	0.17
SW 352 Street to US-1	4LD	D	3,390	504	B	9.62%	55	559	B	0.16
SW 167 AVENUE										
US-1 to SW 312 Street	2LU	E	1,480	838	C	4.00%	23	861	C	0.58
SW 312 Street to SW 320 Street	2LU	E	1,480	770	C	4.00%	23	793	C	0.54
SW 320 Street to SW 328 Street	2LU	E	1,480	814	C	4.00%	23	837	C	0.57
SW 328 Street to SW 344 Street	2LU	E	1,480	860	C	4.00%	23	883	D	0.60
US-1										
SW 296 Street to SW 304 Street	4LD	EE	4,068	2,963	C	14.04%	80	3,043	C	0.75
SW 304 Street to SW 312 Street	4LD	EE	4,068	2,963	C	14.04%	80	3,043	C	0.75
SW 312 Street to SW 320 Street	4LD	EE	4,068	2,963	C	14.04%	80	3,043	C	0.75
SW 320 Street to SW 328 Street	4LD	EE	4,068	2,909	C	14.04%	80	2,989	C	0.73
SW 328 Street to SW 336 Street	4LD	C	3,300	2,909	C	8.00%	46	2,954	C	0.90
SW 336 Street to SW 344 Street	4LD	C	3,300	2,909	C	35.07%	200	3,109	C	0.94
SW 344 Street to SW 177 Avenue	4LD	C	3,300	2,511	B	5.50%	31	2,542	B	0.77
SW 177 Avenue to Card Sound Road	4LD	EE	4,068	2,211	B	9.62%	55	2,266	B	0.56
CARD SOUND ROAD										
US-1 to SW 360 Street	2LU	C	1,310	748	C	5.50%	31	780	C	0.60
SW 360 Street to the South	2LU	C	1,310	693	C	5.50%	31	724	C	0.55
HEFT										
SW 312 Street to US-1	4LEXPY	D	6,510	5,879	D	27.07%	155	6,034	D	0.93

Notes:

- [1] The widening of SW 328 Street to 4 lanes is funded in TIP 2007, PW671605, Section A5, page 78.
The widening of SW 177 Avenue to 4 lanes from US-1 to SW 328 Street is funded in TIP 2007, DT4055753, Section A1, page 34.
SW 177 Avenue from SW 328 Street to SW 296 Street will be reconstructed as a 2LD roadway with turn lanes at intersections.
- [2] The adopted LOS standards are consistent with the City and County Comprehensive Plans.
- [3] The two-way peak hour roadway capacities are obtained from the 2002 FDOT Quality/LOS Handbook.

TABLE 5E - APPLICATION 15
CDMP AMENDMENT APPLICATIONS 13, 14, 15
YEAR 2015 TWO-WAY PM PEAK HOUR TOTAL TRAFFIC CONDITIONS

ROADWAY SEGMENTS	2015 LANES	ADOPTED LOS	TWO-WAY PEAK HOUR CAPACITY	2015 TWO-WAY PM PEAK HR W/O PROJECT	FUTURE WITHOUT PROJECT LOS	Application 15		2015 TWO-WAY PM PEAK HR with Project	FUTURE WITH PROJECT LOS	FUTURE WITH PROJECT V/C
						Project Distribution Percent	Net External Trips 135			
SW 312 STREET SW 187 Avenue to SW 177 Avenue SW 177 Avenue to US-1 US-1 to SW 167 Avenue	[1]	[2]	[3]							
	2LU	E	1,690	972	C	2.00%	3	975	C	0.58
	4LD	E	3,390	2,785	C	8.49%	11	2,797	C	0.83
	4LD	E	3,390	3,086	C	8.49%	11	3,098	C	0.91
SW 320 STREET SW 192 Avenue to SW 187 Avenue SW 187 Avenue to SW 177 Avenue	2LU	E	1,480	689	C	8.07%	11	699	C	0.47
	2LU	E	1,480	689	C	10.49%	14	703	C	0.47
SW 328 STREET SW 192 Avenue to SW 187 Avenue SW 187 Avenue to SW 177 Avenue SW 177 Avenue to US-1 US-1 to SW 167 Avenue [3]	2LU	E	1,480	1,015	D	10.00%	14	1,028	D	0.69
	2LU	E	1,480	1,024	D	10.00%	14	1,037	D	0.70
	4LD	E	3,120	1,357	C	12.00%	16	1,374	C	0.44
	4LD	E	3,120	980	C	2.00%	3	983	C	0.32
SW 344 STREET SW 197 Avenue to SW 192 Avenue SW 192 Avenue to SW 187 Avenue SW 187 Avenue to SW 182 Avenue SW 182 Avenue to SW 177 Avenue SW 177 Avenue to US-1 US-1 to SW 167 Avenue	2LU	D	1,390	1,042	D	2.00%	3	1,045	D	0.75
	2LU	C	1,310	1,042	C	86.09%	116	1,158	C	0.88
	2LU	C	1,310	1,042	C	45.60%	62	1,104	C	0.84
	4LD	C	3,300	1,042	B	45.60%	62	1,104	B	0.33
	4LD	C	3,300	2,014	B	31.69%	43	2,056	B	0.62
	4LD	C	2,030	1,749	C	10.69%	14	1,764	C	0.87
SW 192 AVENUE SW 320 Street to SW 328 Street SW 328 Street to SW 336 Street SW 336 Street to SW 344 Street SW 344 Street to SW 360 Street	2LU	D	1,390	393	C	8.07%	11	403	C	0.29
	2LU	C	870	393	C	8.07%	11	403	C	0.46
	2LU	C	870	393	C	8.07%	11	403	C	0.46
	2LU	D	1,560	393	B	5.84%	8	400	B	0.26
SW 187 AVENUE SW 296 Street to SW 304 Street SW 304 Street to SW 312 Street SW 312 Street to SW 320 Street SW 320 Street to SW 328 Street SW 328 Street to SW 344 Street SW 344 Street to SW 352 Street	2LU	E	1,610	940	C	4.07%	5	945	C	0.59
	2LU	E	1,610	940	C	6.07%	8	948	C	0.59
	2LU	E	1,610	940	C	8.07%	11	951	C	0.59
	2LU	E	1,610	838	C	20.49%	28	866	C	0.54
	2LU	C	1,310	1,001	C	40.49%	55	1,056	C	0.81
	2LU	C	870	375	C	2.49%	3	378	C	0.43
SW 182 AVENUE SW 312 Street to SW 320 Street SW 320 Street to SW 328 Street SW 328 Street to SW 344 Street	2LU	E	1,480	561	C	8.49%	11	573	C	0.39
	2LU	E	1,480	615	C	4.49%	6	621	C	0.42
	2LU	C	870	483	C	2.00%	3	486	C	0.56

TABLE 5E - APPLICATION 15
CDMP AMENDMENT APPLICATIONS 13, 14, 15
YEAR 2015 TWO-WAY PM PEAK HOUR TOTAL TRAFFIC CONDITIONS

ROADWAY SEGMENTS	2015 LANES	ADOPTED LOS	TWO-WAY PEAK HOUR CAPACITY	2015 TWO-WAY PM PEAK HR W/O PROJECT	FUTURE WITHOUT PROJECT LOS	Application 15		2015 TWO-WAY PM PEAK HR with Project	FUTURE WITH PROJECT LOS	FUTURE WITH PROJECT V/C
						Project Distribution Percent	Net External Trips 135			
SW 177 AVENUE	2LD	D	1,638	1,443	D	3.00%	4	1,447	D	0.88
	2LD	D	1,638	1,443	D	4.00%	5	1,448	D	0.88
	2LD	D	1,638	1,706	F	4.00%	5	1,712	F	1.04
	2LD	D	1,638	1,706	F	2.00%	3	1,709	F	1.04
	4LD	C	3,300	885	B	2.00%	3	888	B	0.27
	4LD	C	3,300	885	B	2.00%	3	888	B	0.27
	4LD	C	3,300	504	B	13.91%	19	523	B	0.16
	4LD	D	3,390	504	B	13.91%	19	523	B	0.15
SW 167 AVENUE	2LU	E	1,480	838	C	4.00%	5	843	C	0.57
	2LU	E	1,480	770	C	4.00%	5	775	C	0.52
	2LU	E	1,480	814	C	4.00%	5	820	C	0.55
	2LU	E	1,480	860	C	4.00%	5	865	C	0.58
US-1	4LD	EE	4,068	2,963	C	26.00%	35	2,998	C	0.74
	4LD	EE	4,068	2,963	C	26.00%	35	2,998	C	0.74
	4LD	EE	4,068	2,963	C	26.00%	35	2,998	C	0.74
	4LD	EE	4,068	2,909	C	26.00%	35	2,944	C	0.72
	4LD	C	3,300	2,909	C	16.00%	22	2,930	C	0.89
	4LD	C	3,300	2,909	C	37.00%	50	2,959	C	0.90
	4LD	C	3,300	2,511	B	4.29%	6	2,517	B	0.76
	4LD	EE	4,068	2,211	B	4.29%	6	2,217	B	0.54
	2LU	C	1,310	748	C	9.62%	13	761	C	0.58
	2LU	C	1,310	693	C	9.62%	13	706	C	0.54
CARD SOUND ROAD										
US-1 to SW 360 Street	2LU	C	1,310	748	C	9.62%	13	761	C	0.58
	2LU	C	1,310	693	C	9.62%	13	706	C	0.54
HEFT										
SW 312 Street to US-1	4LEXPY	D	6,510	5,879	D	21.00%	28	5,907	D	0.91

Notes:

- [1] The widening of SW 328 Street to 4 lanes is funded in TIP 2007, PW671605, Section A5, page 78.
- The widening of SW 177 Avenue to 4 lanes from US-1 to SW 328 Street is funded in TIP 2007, DT4055753, Section A1, page 34.
- SW 177 Avenue from SW 328 Street to SW 296 Street will be reconstructed as a 2LD roadway with turn lanes at intersections.
- [2] The adopted LOS standards are consistent with the City and County Comprehensive Plans.
- [3] The two-way peak hour roadway capacities are obtained from the 2002 FDOT Quality/LOS Handbook.

**TABLE 5F - CUMULATIVE IMPACT OF 13, 14, 15
CDMP AMENDMENT APPLICATIONS 13, 14, 15
YEAR 2015 TWO-WAY PM PEAK HOUR TOTAL TRAFFIC CONDITIONS**

ROADWAY SEGMENTS	2015 LANES	ADOPTED LOS	TWO-WAY PEAK HOUR CAPACITY	2015 TWO-WAY PM PEAK HR W/O PROJECT	FUTURE WITHOUT PROJECT LOS	No. 13		No. 14		No. 15		Total	2015 TWO-WAY PM PEAK HR with Project	FUTURE WITH PROJECT LOS	FUTURE WITH PROJECT V/C
						Net External Trips	LOS	Net External Trips	LOS	Net External Trips	LOS				
SW 312 STREET	[1]	[2]	[3]												
SW 187 Avenue to SW 177 Avenue	2LD	E	1,690	972	C	5		35		3		43	1,015	C	0.60
SW 177 Avenue to US-1	4LD	E	3,390	2,785	C	8		59		11		79	2,864	C	0.84
US-1 to SW 167 Avenue	4LD	E	3,390	3,086	C	8		59		11		79	3,165	C	0.93
SW 320 STREET															
SW 192 Avenue to SW 187 Avenue	2LU	E	1,480	689	C	15		119		11		145	834	C	0.56
SW 187 Avenue to SW 177 Avenue	2LU	E	1,480	689	C	8		59		14		81	770	C	0.52
SW 328 STREET															
SW 192 Avenue to SW 187 Avenue	2LU	E	1,480	1,015	D	4		34		14		52	1,067	D	0.72
SW 187 Avenue to SW 177 Avenue	2LU	E	1,480	1,024	D	6		46		14		65	1,089	D	0.74
SW 177 Avenue to US-1	4LD	E	3,120	1,357	C	3		23		16		42	1,399	C	0.45
US-1 to SW 167 Avenue [3]	4LD	E	3,120	980	C	3		23		3		29	1,009	C	0.32
SW 344 STREET															
SW 197 Avenue to SW 192 Avenue	2LU	D	1,390	1,042	D	42		321		3		365	1,407	D	1.01
SW 192 Avenue to SW 187 Avenue	2LU	C	1,310	1,042	C	55		424		116		595	1,637	F	1.25
SW 187 Avenue to SW 182 Avenue	2LU	C	1,310	1,042	C	42		321		62		424	1,466	D	1.12
SW 182 Avenue to SW 177 Avenue	4LD	C	3,300	1,042	B	42		321		62		424	1,466	B	0.44
SW 177 Avenue to US-1	4LD	C	3,300	2,014	B	34		266		43		343	2,357	B	0.71
US-1 to SW 167 Avenue	4LD	C	2,030	1,749	C	10		80		14		105	1,854	C	0.91
SW 192 AVENUE															
SW 320 Street to SW 328 Street	2LU	D	1,390	393	C	15		119		11		145	538	C	0.39
SW 328 Street to SW 336 Street	2LU	C	870	393	C	15		119		11		145	538	C	0.62
SW 336 Street to SW 344 Street	2LU	C	870	393	C	15		119		11		145	538	C	0.62
SW 344 Street to SW 360 Street	2LU	D	1,560	393	B	4		28		8		40	432	C	0.28
SW 187 AVENUE															
SW 296 Street to SW 304 Street	2LU	E	1,610	940	C	2		13		5		20	960	C	0.60
SW 304 Street to SW 312 Street	2LU	E	1,610	940	C	3		24		8		35	975	C	0.61
SW 312 Street to SW 320 Street	2LU	E	1,610	940	C	8		59		11		78	1,018	C	0.63
SW 320 Street to SW 328 Street	2LU	E	1,610	838	C	4		34		28		67	905	C	0.56
SW 328 Street to SW 344 Street	2LU	C	1,310	1,001	C	14		105		55		173	1,175	C	0.90
SW 344 Street to SW 352 Street	2LU	C	870	375	C	2		14		3		19	394	C	0.45
SW 182 AVENUE															
SW 312 Street to SW 320 Street	2LU	E	1,480	561	C	6		48		11		66	627	C	0.42
SW 320 Street to SW 328 Street	2LU	E	1,480	615	C	6		48		6		60	675	C	0.46
SW 328 Street to SW 344 Street	2LU	C	870	483	C	1		11		3		16	499	C	0.57

**TABLE 5F - CUMULATIVE IMPACT OF 13, 14, 15
CDMP AMENDMENT APPLICATIONS 13, 14, 15
YEAR 2015 TWO-WAY PM PEAK HOUR TOTAL TRAFFIC CONDITIONS**

ROADWAY SEGMENTS	2015 LANES	ADOPTED LOS	TWO-WAY PEAK HOUR CAPACITY	2015 TWO-WAY PM PEAK HR W/O PROJECT	FUTURE WITHOUT PROJECT LOS	No. 13 Net External Trips	No. 14 Net External Trips	No. 15 Net External Trips	Total Net External Trips	2015 TWO-WAY PM PEAK HR with Project	FUTURE WITH PROJECT LOS	FUTURE WITH PROJECT V/C
SW 177 AVENUE												
SW 296 Street to SW 304 Street	2LD	D	1,638	1,443	D	1	11	4	17	1,460	D	0.89
SW 304 Street to SW 312 Street	2LD	D	1,638	1,443	D	1	11	5	18	1,461	D	0.89
SW 312 Street to SW 320 Street	2LD	D	1,638	1,706	F	1	11	5	18	1,724	F	1.05
SW 320 Street to SW 328 Street	2LD	D	1,638	1,706	F	1	11	3	16	1,722	F	1.05
SW 328 Street to SW 336 Street	4LD	C	3,300	885	B	1	11	3	16	901	B	0.27
SW 336 Street to SW 344 Street	4LD	C	3,300	885	B	1	11	3	16	901	B	0.27
SW 344 Street to SW 352 Street	4LD	C	3,300	504	B	7	55	19	81	585	B	0.18
SW 352 Street to US-1	4LD	D	3,390	504	B	7	55	19	81	585	B	0.17
SW 167 AVENUE												
US-1 to SW 312 Street	2LU	E	1,480	838	C	3	23	5	31	869	C	0.59
SW 312 Street to SW 320 Street	2LU	E	1,480	770	C	3	23	5	31	801	C	0.54
SW 320 Street to SW 328 Street	2LU	E	1,480	814	C	3	23	5	31	845	C	0.57
SW 328 Street to SW 344 Street	2LU	E	1,480	860	C	3	23	5	31	891	D	0.60
US-1												
SW 296 Street to SW 304 Street	4LD	EE	4,068	2,963	C	10	80	35	126	3,089	C	0.76
SW 304 Street to SW 312 Street	4LD	EE	4,068	2,963	C	10	80	35	126	3,089	C	0.76
SW 312 Street to SW 320 Street	4LD	EE	4,068	2,963	C	10	80	35	126	3,089	C	0.76
SW 320 Street to SW 328 Street	4LD	EE	4,068	2,909	C	10	80	35	126	3,034	C	0.75
SW 328 Street to SW 336 Street	4LD	C	3,300	2,909	C	6	46	22	73	2,982	C	0.90
SW 336 Street to SW 344 Street	4LD	C	3,300	2,909	C	26	200	50	276	3,185	C	0.97
SW 344 Street to SW 177 Avenue	4LD	C	3,300	2,511	B	4	31	6	41	2,552	B	0.77
SW 177 Avenue to Card Sound Road	4LD	EE	4,068	2,211	B	7	55	6	68	2,279	B	0.56
CARD SOUND ROAD												
US-1 to SW 360 Street	2LU	C	1,310	748	C	4	31	13	48	797	C	0.61
SW 360 Street to the South	2LU	C	1,310	693	C	4	31	13	48	741	C	0.57
HEFT												
SW 312 Street to US-1	4LEXPY	D	6,510	5,879	D	20	155	28	203	6,082	D	0.93

Notes:

- [1] The widening of SW 328 Street to 4 lanes is funded in TIP 2007, PW671605, Section A5, page 78.
- The widening of SW 177 Avenue to 4 lanes from US-1 to SW 328 Street is funded in TIP 2007, DT4055753, Section A1, page 34.
- SW 177 Avenue from SW 328 Street to SW 296 Street will be reconstructed as a 2LD roadway with turn lanes at intersections.
- [2] The adopted LOS standards are consistent with the City and County Comprehensive Plans.
- [3] The two-way peak hour roadway capacities are obtained from the 2002 FDOT Quality/LOS Handbook.
- [4] Requires the addition of two travel lanes from SW 192 Avenue to SW 182 Avenue.

TABLE 6A CDMP APPLICATION NUMBERS 13, 14, 15 TRAFFIC GROWTH RATE CALCULATIONS											
ROADWAY	DIR	COUNT STATION	AADT 1998	AADT 1999	AADT 2000	AADT 2001	AADT 2002	AADT 2003	AADT 2004	AADT 2005	COMPOUND GROWTH
SR 997/KROME AVENUE											
S. OF SW 296 STREET	N/S	FDOT-0043	16,300	13,900	11,700	14,500	11,600	15,800	16,900	16,200	-0.09%
S. OF NE 8 STREET	N/S	FDOT-5017	14,200	14,500	16,700	14,300	16,500	16,800	18,600	14,700	0.50%
S. OF SE 8 STREET	N/S	FDOT-0131	11,900	11,600	10,200	9,400	11,100	10,500	10,200	11,900	0.00%
NW. OF US-1	N/S	FDOT-0518	2,300	2,600	2,300	3,500	3,400	3,800	5,100	4,900	11.41%
TOTAL FOR ALL STATIONS:			44,700	42,600	40,900	41,700	42,600	46,900	50,800	47,700	0.93%
SR 5/US-1											
N. OF SW 112 AVENUE	N/S	FDOT-0346	46,500	45,000	44,500	48,500	46,500	49,500	52,500	48,500	0.60%
S. OF SW 232 STREET	N/S	FDOT-0008	43,000	43,500	41,500	42,500	38,500	38,500	41,500	35,500	-2.70%
N. OF SW 288 STREET	N/S	FDOT-2521	35,000	36,500	38,500	36,500	40,000	32,500	31,500	36,500	0.60%
N. OF SW 308 STREET	N/S	FDOT-0545	24,000	21,600	27,500	28,000	33,000	32,500	32,500	31,500	3.96%
N. OF LUCY STREET/SW 328 ST	N/S	FDOT-0544	19,700	22,500	25,500	25,000	27,500	30,000	30,000	29,000	5.68%
S. OF PALM DRIVE/SW 344 ST	N/S	FDOT-0543	20,000	23,000	19,800	20,500	23,500	21,000	26,500	26,000	3.82%
TOTAL FOR ALL STATIONS:			188,200	192,100	197,300	201,000	209,000	204,000	214,500	207,000	1.37%
SR 9336/PALM DRIVE											
W. OF SW 2 AVENUE	E/W	FDOT- 0084	6,300	7,300	7,600	11,000	10,400	12,700	13,600	15,900	14.14%
E. OF KROME AVENUE	E/W	FDOT-2548	n/a	n/a	14,400	14,700	19,100	20,300	21,000	16,700	3.01%
TOTAL FOR ALL STATIONS:					22,000	25,700	29,500	33,000	34,600	32,600	8.18%
SR 9336/INGRAM HWY											
E. OF EVERGLADES PARK ENTRANCE	N/S	FDOT - 0131	2,200	1,550	1,650	900	1,950	2,300	2,400	2,200	0.00%
TOTAL FOR ALL STATIONS:			2,200	1,550	1,650	900	1,950	2,300	2,400	2,200	0.00%
AVERAGE ARTERIAL AND COLLECTOR GROWTH RATE											
HALF RATE WHEN INCORPORATING COMMITTED DEVELOPMENTS					261,850	269,300	283,050	286,200	302,300	289,500	2.03%
											1.01%

TABLE 6B CDMP APPLICATION NUMBERS 13, 14, 15 TRAFFIC GROWTH RATE CALCULATIONS - FLORIDA'S TURNPIKE														
ROADWAY	DIR	COUNT STATION	AADT 1995	AADT 1996	AADT 1997	AADT 1998	AADT 1999	AADT 2000	AADT 2001	AADT 2002	AADT 2003	AADT 2004	AADT 2005	COMPOUND GROWTH 1995 to 2005
HEFT														
N. OF SW 216 STREET	N/S	FDOT-2256	63,200	59,300	52,100	55,800	69,200	70,300	74,100	77,300	84,200	93,200	101,500	4.85%
N. OF SW 137 AVENUE	N/S	FDOT-2258	34,500	31,700	27,900	28,500	29,600	30,900	34,100	36,900	42,900	53,500	59,000	5.51%
S. OF SW 288 STREET	N/S	FDOT-2260	30,100	27,500	24,500	24,700	25,500	25,700	28,800	30,200	35,800	40,400	44,500	3.99%
S. OF SW 312 STREET	N/S	FDOT-2262	16,000	14,000	13,200	17,300	17,300	17,400	20,200	20,500	26,000	28,000	30,100	6.52%
TOTAL FOR ALL STATIONS:			143,800	132,500	117,700	126,300	141,600	144,300	157,200	164,900	188,900	215,100	235,100	5.04%
HALF RATE WHEN INCORPORATING COMMITTED DEVELOPMENTS														2.52%

Conclusions

Access to Regional Roadways

Primary access to Applications 13, 14 and 15 is provided off of SW 344 Street, extending approximately 1.5 miles west from US-1 to SW 192 Avenue. SW 344 Street is classified as a State Minor Arterial from US-1 to SW 192 Avenue, and exists today as a 4 lane divided roadway from SW 137 Avenue (on the east) to SW 182 Avenue (on the west). The portion of SW 344 Street adjacent to Application 15 would be improved as part of their subdivision obligations, however each of the three applications cumulatively will benefit from the expansion of SW 344 Street to 4 travel lanes from SW 182 Avenue to SW 192 Avenue.

Access to Transit

The amendment sites are located within 1.5 miles of the Premium Transit Busway Corridor which is programmed for completion in 2007. This transit corridor provides a convenient and direct connection to the Miami-Dade County premium transit system providing extensive transit access system-wide and county-wide.

Roadway/Infrastructure Commitments

The amendment site sits within an urbanized area that is already improving key regional roadway corridors as part of TIP 2007 inclusive of US-1, Card Sound Road, SW 177 Avenue, SW 328 Street and the completion of the Busway Corridor.

Traffic Concurrency Standards

Pursuant to the Miami-Dade County Concurrency Management System, all study area traffic count stations on roadways adjacent to each of the amendment sites were found to operate at acceptable levels of service during the PM peak hour, accounting for existing traffic, previously approved committed development traffic, plus the traffic from each of the proposed amendment sites (individually and cumulatively). Available capacity and acceptable levels of service are maintained for the adjacent count stations and the study area roadway segments, meeting the traffic concurrency standards from the Miami-Dade County Comprehensive Development Master Plan.

Year 2015 Ten Year Planning Period

An evaluation of the Year 2015 Ten Year Planning Period for the study area roadways surrounding each of the amendment sites has been completed to determine the adequacy of the roadway infrastructure to meet the adopted LOS standards. Acceptable levels of service are largely met through the Ten Year Planning Period, after incorporating the funded TIP roadway improvements surrounding the amendment site, and the Priority I and Priority II improvements from the Year 2030 Long Range Transportation Plan. Adopted level of service standards were found to be met under Year 2015 total traffic conditions with the amendment sites for all roadway segments except for the following:

- Under all Applications individually and cumulatively, the 2 lane section of SW 177 Avenue (Krome Avenue) from SW 328 Street to SW 312 Street is not operating at acceptable levels of service, where the City of Homestead has chosen to keep a 2 lane divided cross section after improvements, rather than expand to a four lane section per Priority II of the LRTP. Each of the individual Applications 13, 14 and 15 have a traffic assignment to SW 177 Avenue which is less than 1% of the capacity of the roadway, thus falling below the significant thresholds as defined by FDOT in reference to new SB 360.
- The Year 2015 link analysis for Application 14 and the cumulative analysis for all three applications demonstrate the need to widen SW 344 Street from 2 to 4 lanes, from SW 192 Avenue to SW 182 Avenue. The current 4 lane section ends at SW 182 Avenue. A portion of the four lane section would be a subdivision improvement obligation for Application 15, however each of the three applications would benefit from an expansion of SW 344 Street to 4 lanes from SW 182 Avenue to SW 187 Avenue.

APPENDIX E

Fiscal Impact Analysis

FISCAL IMPACTS ON INFRASTRUCTURE AND SERVICES

On October 23, 2001, the Board of County Commissioners adopted Ordinance 01-163 requiring the review procedures for amendments to the Comprehensive Development Master Plan (CDMP) to include a written evaluation of fiscal impacts for any proposed land use change. The following is a fiscal evaluation of Application No. 13 to amend the Comprehensive Development Master Plan (CDMP) from county departments and agencies responsible for supplying and maintaining infrastructure and services relevant to the CDMP. The evaluation estimates the incremental and cumulative impact the costs of the required infrastructure and service, and the extent to which the costs will be borne by the property owners or will require general taxpayer support and includes an estimate of that support.

The agencies used various methodologies to make their calculations. The agencies rely on a variety of sources for revenue, such as, property taxes, impact fees, connection fees, user fees, gas taxes, taxing districts, general fund contribution, federal and state grants; federal funds, etc. Certain variables, such as property use, location, number of dwelling units, and type of units were considered by the service agencies in developing their cost estimates

Solid Waste Services

Concurrency

Since the DSWM assesses capacity system-wide based, in part, on existing waste delivery commitments from both the private and public sectors, it is not possible to make determinations concerning the adequacy of solid waste disposal facilities relative to each individual application. Instead, the DSWM issues a periodic assessment of the County's status in terms of 'concurrency' – that is, the ability to maintain a minimum of five (5) years of waste disposal capacity system-wide. The County is committed to maintaining this level in compliance with Chapter 163, Part II F.S. and currently exceeds that standard by nearly four (4) years.

Residential Collection and Disposal Service

The incremental cost of adding a residential unit to the DSWM Service Area, which includes the disposal cost of waste, is offset by the annual fee charges to the user. Currently, that fee is \$399 per residential unit. For a residential dumpster, the current fee is \$308. The average residential unit currently generates approximately 3.0 tons of waste annually, which includes garbage, trash and recycled waste.

As reported in March 2005 to the State of Florida, Department of Environmental Protection, for the fiscal year ending September 30, 2004, the full cost per unit of

providing waste Collection Service was \$370 including disposal and other Collections services such as, illegal dumping clean-up and code enforcement. .

Waste Disposal Capacity and Service

The incremental and cumulative costs of providing disposal capacity for DSWM Collections, private haulers, and municipalities are paid for by the users. The DSWM charges a disposal tipping fee at a contract rate of \$53.65 per ton to DSWM Collections and to those private haulers and municipalities with long term disposal agreements with the Department. For non-contract haulers, the rate is \$70.75. These rates adjust annually with the Consumer Price Index, South. In addition, the DSWM charges a Disposal Facility Fee to private haulers equal to 15 percent of their annual gross receipts, which is targeted to ensure capacity in operations. Landfill closure is funded by a portion of the Utility Service Fee charged to all retail and wholesale customers of the County's Water and Sewer Department.

Water and Sewer

The Miami-Dade County Water and Sewer Department provides for the majority of water and sewer service throughout the county. The cost estimates provided herein are preliminary and final project costs will vary from these estimates. The final costs for the project and resulting feasibility will depend on actual labor and material costs, competitive market conditions, final project scope implementation schedule, continuity of personnel and other variable factors. Assuming Application No. 13 is built at the maximum residential density of 13 dwelling units per gross acre allowed under the proposed redesignation of Low-Medium Density Residential, the fees paid by the developer would be \$44,480 for water impact fee, \$179,200 for sewer impact fee, \$1,300 per unit for connection fee, and \$25,701 for annual operating and maintenance costs based on approved figures through September 30,2005.

Flood Protection

The Department of Environmental Resources Management (DERM) is restricted to the enforcement of current stormwater management and disposal regulations. These regulations require that all new development provide full on-site retention of the stormwater runoff generated by the development. The drainage systems serving new developments are not allowed to impact existing or proposed public stormwater disposal systems, or to impact adjacent properties. The County is not responsible for providing flood protection to private properties, although it is the County's responsibility to ensure and verify that said protection has been incorporated in the plans for each proposed development.

The above noted determinations are predicated upon the provisions of Chapter 46, Section 4611.1 of the South Florida Building Code; Section 24-58.3(G) of the Code of Miami-Dade County, Florida; Chapter 40E-40 Florida Administrative Code, Basis of Review South Florida Water Management District (SFWMD); and Section D4 Part 2 of the Public Works Manual of Miami-Dade County. All these legal provisions emphasize

the requirement for full on-site retention of stormwater as a post development condition for all proposed commercial, industrial, and residential subdivisions.

Additionally, DERM staff notes that new development, within the urbanized area of the County, is assessed a stormwater utility fee. This fee commensurate with the percentage of impervious area of each parcel of land, and is assessed pursuant to the requirements of Section 24-61, Article IV, of the Code of Miami-Dade County. Finally, according to the same Code Section, the proceedings may only be utilized for the maintenance and improvement of public storm drainage systems.

Based upon the above noted considerations, it is the opinion of DERM that Ordinance No. 01-163 will not change, reverse, or affect these factual requirements.

Public Schools

Application No. 13 will result in 42 additional students, thus, increasing operating costs by \$275,058 and capital costs by \$175,752.

APPENDIX F

Proposed Declaration of Restrictions

No Declarations of Restrictions were submitted as of July 28, 2006.

APPENDIX G

Photos of Application Site and Surroundings



Application site with single-family residence viewed from SW 192 Avenue



Natural Forest Community (NFC) site viewed from SW 336 Street



Estate density homes north of NFC site viewed from SW 336 Street



Vacant properties and Cameron Creek Apartments southeast of site